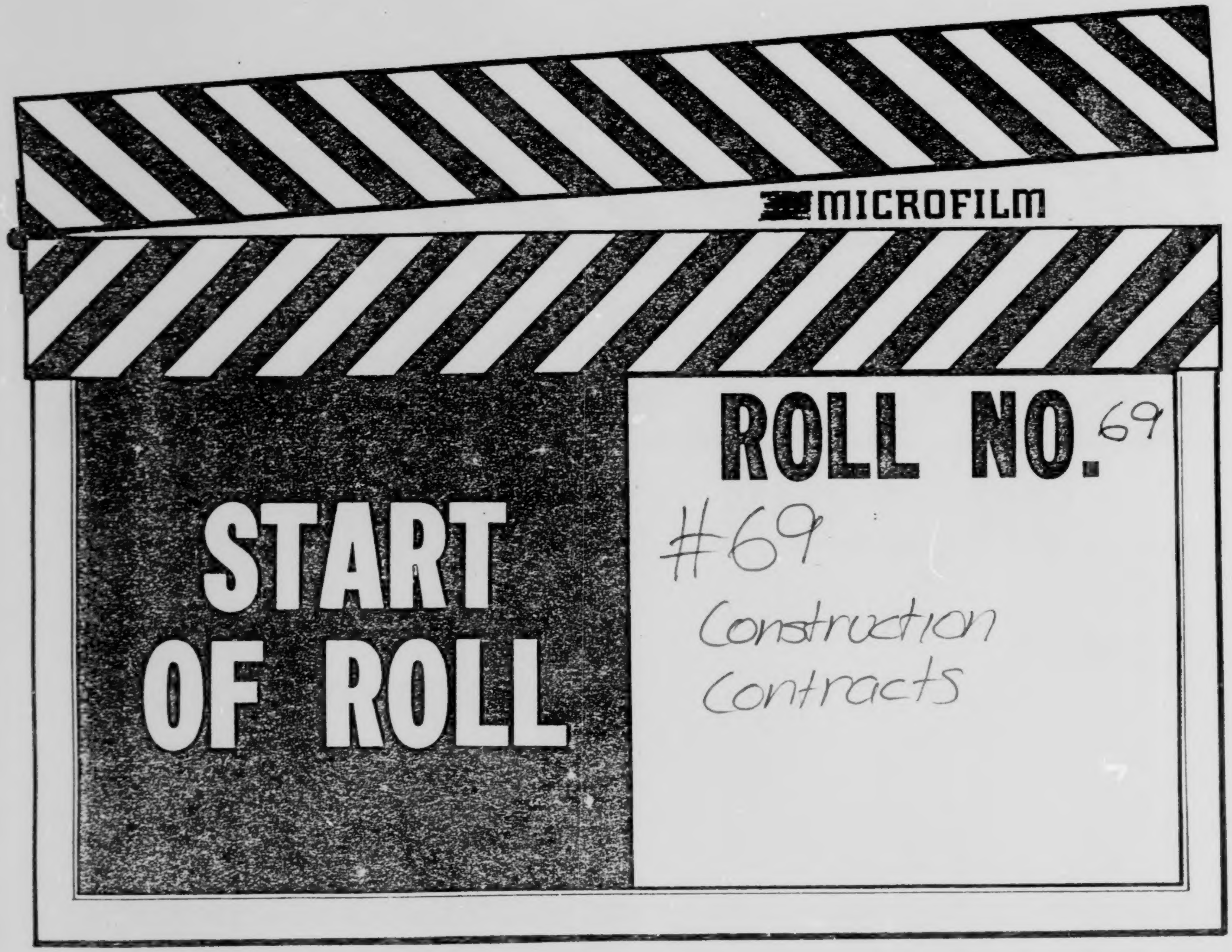


MICROFILM

START OF ROLL

ROLL NO. 69

#69

Construction

Contracts

BF-50(5) North Corvallis Overcrossing 1953

#4007

8

RECEIVED
FEB 1 1955
FOR FILING

BF-50(5)

4007

5645

ASSIGNMENT

Date: **January 28, 1955** No. 5645 By WCW

Description: **7 copies of Bill No. 73 from the Western Union Telegraph Company in the amount of $878.85 for work on the North Corvallis overcrossing.**

NOTED
W. C. WILLIAMS

Acknowledged by____ Referred to **Gardner** ✓

- ☐ Investigate and report with recommendation
- ☒ Such action as necessary and report
- ☐ Comment or recommendation
- ☐ Return with rough draft of reply
- ☐ Prepare reply for signature of Mr.________
- ☐ Contact correspondent and report

Remarks: Bill being processed for payment cag

PLEASE RETURN TO
W. C. WILLIAMS

Executed Retd 1-31-55 Report Received__________

RECEIVED
AUG 4 - 1954
FOR FILING

BF-50(5)

4007

5248

ASSIGNMENT

Date: **August 2, 1954** No. 5248 By Zocco

Description: **Southern Pacific Company Bill No. 430361 in the amount of $448.23 for cost of labor and material furnished in connection with highway overpass at Corvallis**

Acknowledged by____ Referred to **Gardner** ✓

- __ Investigate and report with recommendation
- X Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks: Bill being processed for payt.

PLEASE RETURN TO
W. C. WILLIAMS

Executed Ret'd 8-3-54 Report Received W. C. WILLIAMS

RECEIVED
JUL 21 1954
FOR FILING

BF-50(5)

(CONTRACT NO.) 4007

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 15, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4007	6-final	PARKER-JOHNSON CO	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13501	R-98752	$ 10,195.79	7/14/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1954

Time Extensions: None

Completion Date: June 12, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-16-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Ass't. Secretary

Warrant Mailed: JUL 19 1954

NOTED ON CARD
7-19-54 gl

RECEIVED
JUN 29 1954
FOR FILING

BF-50(5)

4007

June 28, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4007 for construction of North Corvallis Overcrossing on the Pacific Highway West in Benton County was completed by the contractor, Parker-Johnson Co., on June 12 and was formally accepted by the Highway Commission on June 23, 1954.

Final payment in the amount of $10,195.79 will be released to the contractor on or after July 8, 1954. The total contract amount is $125,384.64 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
6-28-54, g

4007

April 9, 1954

Project Agreement

North Corvallis Section

BF-50(5)

SEE: 3997

RECEIVED
MAY 5 1954
FOR FILING

R

B7-50(5)

4007

5049

ASSIGNMENT

Date: May 4, 1954 No. 5049 By wcw

Description: Bill No. 431252 from Southern Pacific Co., in amount of $1,086.82, in connection with overpass at Corvallis, Ore.

Acknowledged by____ Referred to Gardner

- __ Investigate and report with recommendation
- XXXX Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks: Being processed for pay't

NOTED
W. C. WILLIAMS

Executed Retd 5-4-54 mc Report Received________

RECEIVED
NOV 1953
FOR FILING

BF-50(5)

4007

4667
4669

ASSIGNMENT

Date: November 19, 1953

No. 4667
By WCW

ASSIGNMENT

~~Date:~~ November 19, 1953

No. 4669
By WCW

Description: **Western Union Telegraph Company Bill No. 17 in connection with North Corvallis Overcrossing.**

Acknowledged by _____ Referred to __ **Gardner** ✓

Investigate and report with recommendation
xxx ~~Investigation,~~ such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed Rtd 11-20-53 Report received _______

Remarks: Bill being processed for payment WCW

9

RECEIVED
1953
FOR FILING

BF-50(5)

4007

4667
4669

ASSIGNMENT

Date: November 19, 1953

No. 4667
By wcw

Description: Bill from Western Union Telegraph Company (No. 26) in connection with North Corvallis Overcrossing.

Acknowledged by _____ Referred to ___Gardner_ ✓ ________

Investigate and report with recommendation
xxx ~~Investigation,~~ such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _______________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed Ret'd 11-20-53 Report received _______

Remarks: Bill being processed for payment ecag

pr Pay-ment processed
ecag

RECEIVED
FOR FILING
FORM E-30 [illegible]

[illegible]

40 1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1953

RAILROAD COMPANIES
FILE NO. 417

SUBJECT: Pux 80, R/W 14605
N. Corvallis Overcrossing - S.P. Co.
Benton County

To:
Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. E. A. Collier (3)
Mr. H. G. Smith (3)
Mr. J. D. Walker (2)

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith I hand you multilithed copy of construction agreement covering the overcrossing of the tracks of Southern Pacific Company on the revised location of Pacific Highway West, north of Corvallis.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

RECEIVED
SEP 30 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1953
FOR FILING

PF-[illegible]

4007

September 10, 1953

Parker-Johnson Co.
2002 S. E. Clinton St.
Portland 2, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4007, for construction of the North Corvallis Overcrossing on the Pacific West Highway in Benton County, awarded August 7, 1953.

Contract No. 4013, for Cook Overcrossing widening on the West Portland-Hubbard Highway in Washington County, awarded August 7, 1953.

A copy of each of these contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
AUG 25 1953
FOR FILING

[illegible]

[illegible]

RAILROAD COMPANIES
FILE No. 117

Salem, Oregon
August 21, 1953

Mr. R. H. Baldock
State Highway Engineer
Building

Dear Sir:

We have today received from the Southern Pacific Company a fully executed copy of the agreement covering the overhead at Corvallis Junction on the Pacific Highway West and also an easement for Railroad property to cover this construction. The agreement and the easement have been sent to the general files for filing and recording.

Very truly yours

Secretary

FAQ:md

cc - Mr. G. S. Paxson

REFERRED TO [illegible]
BY SECRETARY

to file

RECEIVED
AUG 25 1953
FOR FILING

B7-50 (5)

4...

RAILROAD COMPANIES
FILE No. 111

Salem, Oregon
August 21, 1953

Mr. R. H. Baldock
State Highway Engineer
Building

Dear Sir:

We have today received from the Southern Pacific Company a fully executed copy of the agreement covering the overhead at Corvallis Junction on the Pacific Highway West and also an easement for Railroad property to cover this construction. The agreement and the easement have been sent to the general files for filing and recording.

Very truly yours

Secretary

FAQ:md

cc - Mr. G. S. Paxson

REFERRED TO
BY SECRETARY

to file

S-2660

3-50-12M

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO

322

August 20, 1953

Mr. R H Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Herewith State's copy of construction agreement of the overhead at Corvallis Junction, also easement for railroad property to cover this construction.

Will you please have easement agreement recorded advising book and page number?

Yours truly,

L P Hopkins

RECEIVED
FOR FILING
RE 47(c)
4-27

August 14, 1953

Mr. C. P. Norton
Division Plant Superintendent
The Western Union Telegraph Company
125 - 12th Street
Oakland 7, California

Re: North Corvallis
Overcrossing

Dear Sir:

This letter is your authority to proceed with such revision of your telegraph lines as is necessary to protect them during the construction of the North Corvallis Overcrossing in Benton County and to restore them to permanent position as the construction is completed. You are to bill the State for your costs in accordance with Bureau of Public Roads General Memorandum No. 299. The State will reimburse you for these costs.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

RECEIVED
AUG 11 1953
FOR FILING

BF-5(1)
4-17

August 10, 1953

Parker-Johnson Company
2002 SE Clinton
Portland 2
Oregon

Gentlemen:

The State Highway Commission on August 7, 1953, awarded to you State Highway Contract No. 1007 for the construction of a reinforced concrete deck girder viaduct on Pacific Highway West near the north city limits of Corvallis in Benton County. This award was based on your bid of $132,370.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: W. S. Smith
E. W. Probert
G. S. Paxson
W. W. Frazess - SIAC

File ✓

RECEIVED
FOR FILING

EF-50(5)

7

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

August 7, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4007 for Oregon Project EF-50(5), North Corvallis (Structure) Section of the Pacific Highway West, to Parker-Johnson Company, low bidder in the amount of $132,370.00 at the August 7, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
STATE HIGHWAY COMMISSION

Mr Probert

RECEIVED
~~FOR FILING~~
File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]
4 [illegible]

July 23, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. & E. documents for Oregon Project BF-50(5) North Corvallis Section (S. P. Overcrossing Structure) of the Pacific Highway West, subject to such changes as may be required when review of the plans is completed.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld until all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

RECEIVED
JUL 31 1953
OFFICE OF
STATE HIGHWAY ENGINEER

Files ~~Board~~

RECEIVED
AUG 21 1953
FOR FILING

Salem, Oregon
July 7, 1953

Mr. C. W. Enfield
Chief Counsel
Office

Attention: Mr. J. W. DeSouza

Attached for further handling are the original and first copy of an easement agreement and the original and first copy of a construction agreement with the Southern Pacific Co. relative to the overcrossing of Pacific Highway West north of Corvallis. These copies have been executed by the State Highway Commission and are now ready for the signatures of the officials of the Railroad Company.

When fully executed please return one copy to this office for the Commission's files.

Yours very truly,

Secretary

FM
Attach: 4

Sent to files fully executed 8-21-53

RECEIVED
FOR FILING

File

Salem, Oregon
July 7, 1953

Mr. C. W. Enfield
Chief Counsel
Office

Attention: Mr. J. W. DeSouza

Attached for further handling are the original and first copy of an easement agreement and the original and first copy of a construction agreement with the Southern Pacific Co. relative to the overcrossing of Pacific Highway West north of Corvallis. These copies have been executed by the State Highway Commission and are now ready for the signatures of the officials of the Railroad Company.

When fully executed please return one copy to this office for the Commission's files.

Yours very truly,

Secretary

FH
Attach: 4

Sent to files fully executed 8-21-53

FORM E-30 25M 9-51 82316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
JUN 2 5

A

Salem, Oregon
June 24, 1953

14605
SUBJECT: Pux 80 - North Corvallis Overcrossing

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission original and first copy of easement agreement and original and first copy of construction agreement relative to the overcrossing of Pacific Highway West north of Corvallis.

The agreements have been approved as to form by Mr. Williams and by the writer, but owing to the absence of Mr. Enfield today it was impossible to secure his approval prior to placing the instruments in your hands so that they may be placed on the agenda.

After execution by the Commission please return all copies direct to me for further handling.

Very truly yours,

J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 4

cc: Mr. W. C. Williams
Mr. C. W. Enfield

2 R
2 copies of each for signature

RECEIVED
JUN 29 1953
FOR FILING

BF-31( )

4007

June 24, 1953

Mr. Donald J. Sterling, Jr.
Oregon Journal
Portland 7, Oregon

Dear Mr. Sterling:

I am enclosing a sketch showing the project which the Commission will have up for bids for construction of a new alignment of the Pacific Highway West for a distance of about 2.42 miles north of Corvallis, pursuant to your request of June 23.

You will note a proposed overpass of the Southern Pacific railroad at the point of crossing of the West Side Branch and the Toledo Branch. This overpass structure will be let in a separate contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.

Oregon Journal
PORTLAND 7, OREGON

June 23, 1953

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

From the advance notice of the June 25-26 highway commission meeting, I note that the commission will call for bids on construction of a new alignment of the Pacific Highway West for a distance of 2.42 miles north of Corvallis. I would be grateful if you would either mail me or bring to the meeting a simple sketch map of this new alignment which The Journal might publish.

Sincerely yours,

Don Sterling
Donald J. Sterling Jr.

RECEIVED
JUN 24 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1953
FOR FILING
FORM E-30 25M 9-51 52315

[illegible]

4007

Cross Referenced To:

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1953

SUBJECT: North Corvallis Overcrossing

To:

Mr. J. W. DeSouza
Assistant Counsel

NOTED
W. C. WILLIAMS

Dear Sir:

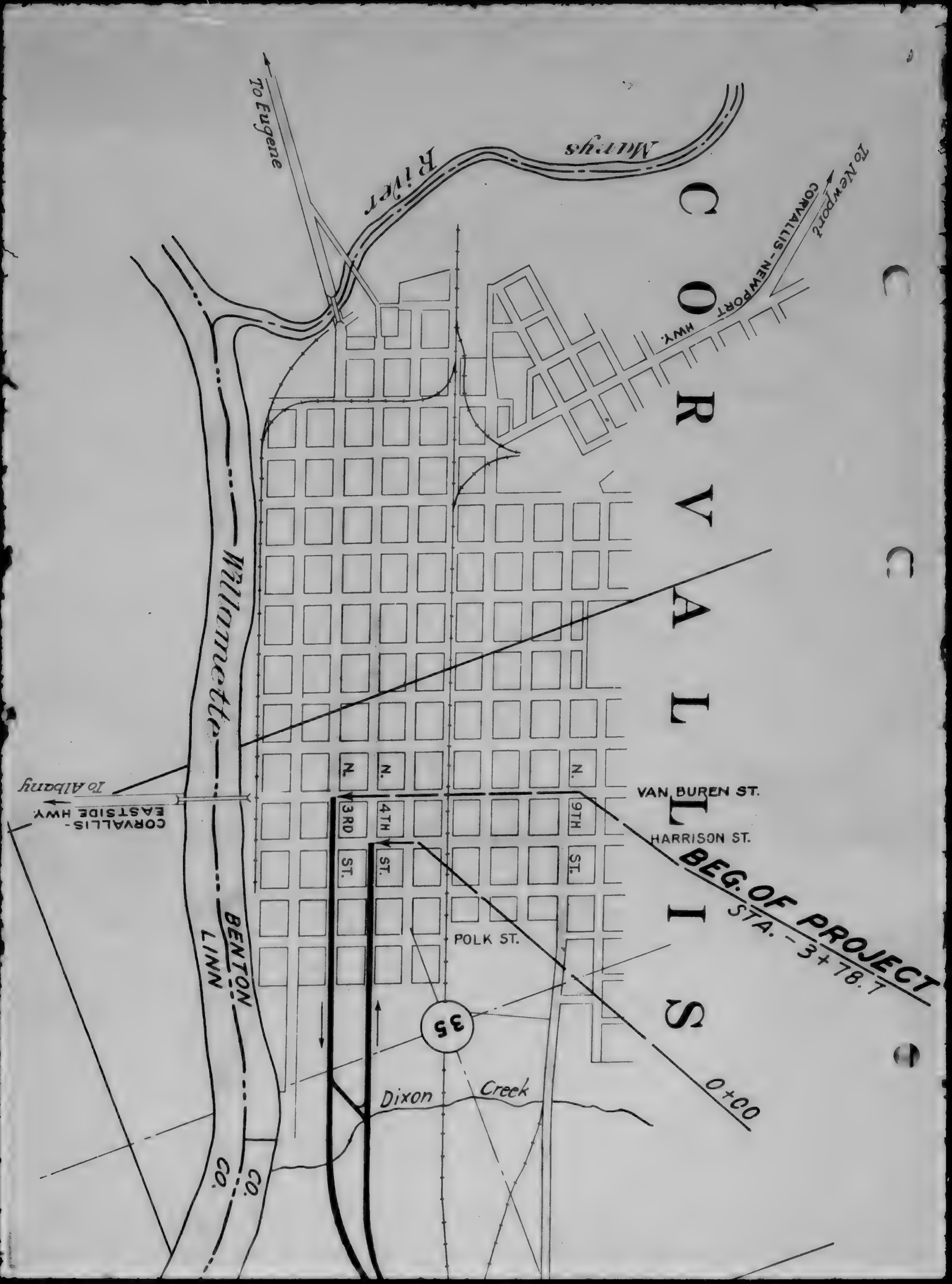
Herewith duplicate counterparts and one extra copy of the proposed agreement between the Southern Pacific Company and the State covering the overcrossing of their tracks just north of Corvallis. I have checked these agreements over and see nothing objectionable in them. We are quite anxious that these get to the Commission for their action at the meeting June 25 and 26.

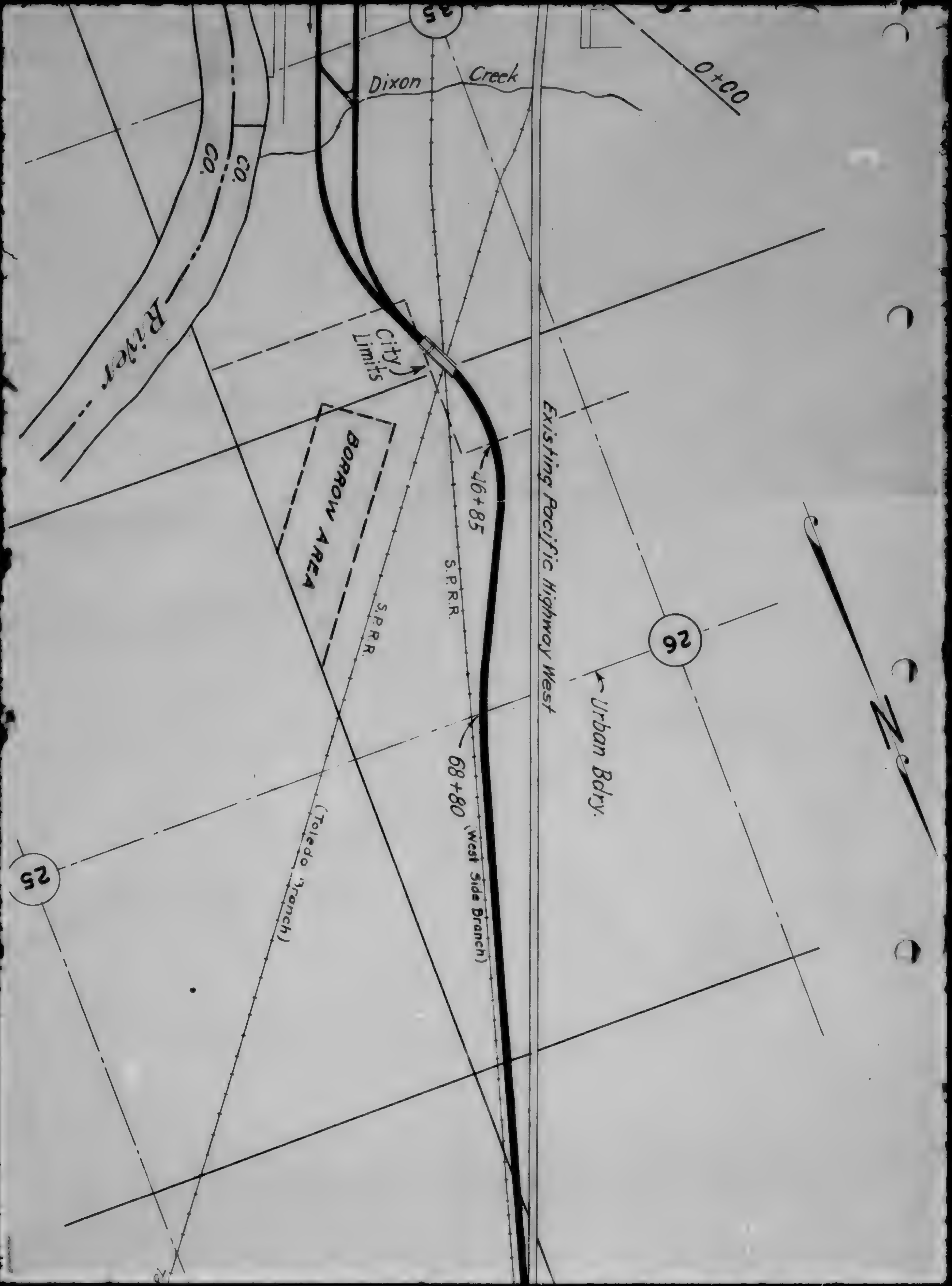
Please keep the extra copy, pending the return of the signed agreements, so that I will have the information in writing up our specifications.

Very truly yours,

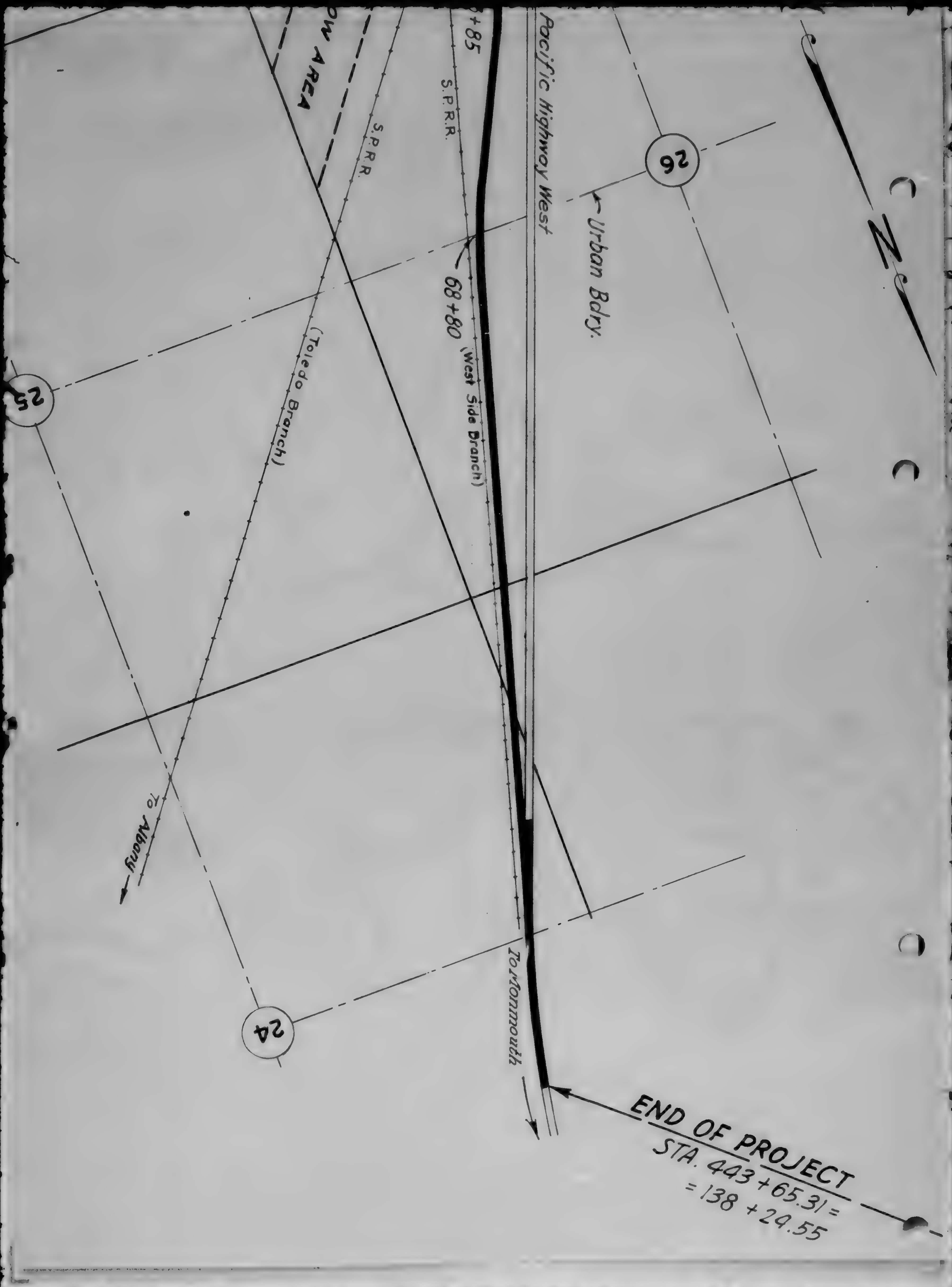
G. S. Paxson
Bridge Engineer

GSP:gm
cc W. C. Williams
Encls.


CORVALLIS
Marys River
To Eugene
To Newport
CORVALLIS-NEWPORT HWY.
Willamette
To Albany
CORVALLIS-EASTSIDE HWY.
BENTON CO.
LINN CO.
N. 3RD ST.
N. 4TH ST.
N. 9TH ST.
VAN BUREN ST.
HARRISON ST.
BEG. OF PROJECT
STA. -3+78.7
POLK ST.
35
Dixon Creek
0+00



35
0+00
Dixon Creek
CO.
CO.
River
City Limits
BORROW AREA
46+85
S.P.R.R.
S.P.R.R.
Existing Pacific Highway West
Urban Bdry.
26
N
68+80
(West Side Branch)
(Toledo Branch)
25


OW AREA
+85
S.P.R.R.
S.P.R.R.
Pacific Highway West
26
Urban Bdry.
N
68+80
(West Side Branch)
(Toledo Branch)
25
To Albany
To Monmouth
24
END OF PROJECT
STA. 443+65.31=
=138+29.55

RECEIVED
FOR FILING
FORM E-90 25M 9-51 52315

CF-[illegible]

4007

Cross Referenced To:

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1953

SUBJECT: North Corvallis Overcrossing

To:

Mr. J. W. DeSouza
Assistant Counsel

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith duplicate counterparts and one extra copy of the proposed agreement between the Southern Pacific Company and the State covering the overcrossing of their tracks just north of Corvallis. I have checked these agreements over and see nothing objectionable in them. We are quite anxious that these get to the Commission for their action at the meeting June 25 and 26.

Please keep the extra copy, pending the return of the signed agreements, so that I will have the information in writing up our specifications.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc W. C. Williams
Encls.

FOR FILING

NOTED
W. C. WILLIAMS

Cross Reference

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1953

SUBJECT: Pux 80 - Crossing N. of Corvallis
Pacific Highway West
Benton County

To: Mr. W. C. Williams ✓
Mr. H. G. Smith (6)
Mr. E. A. Collier (2)
Mr. J. D. Walker (3)
Mr. F. B. Crandall

Gentlemen:

Herewith I hand you copy of Public Utilities Commissioner's Order No. 32280, issued under date of May 12, 1953, covering overcrossing of the tracks of Southern Pacific Company on the revised location of Pacific Highway West North of Corvallis.

The order conforms to the position taken by the Highway Commission at the hearing.

Very truly yours,

J. W. De Souza
J. W. DeSOUZA
Assistant Counsel

JWD:mb

RECEI
MAY 14 1953

Order # 32280

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2387

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade or, in the alternative, a crossing over and above the tracks and right of way of Southern Pacific Company on the revised location of Pacific Highway West, north of Corvallis, in Sections 26 and 35, Township 11 South, Range 5 West, W.M. in Benton County, Oregon.	)	ORDER

The above entitled matter was duly heard on Friday, May 1, 1953, at 10:00 A.M., in the City Hall, Corvallis, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

J. W. DeSouza, Attorney, Salem, Oregon
Robert L. May, Jr., Attorney, Salem, Oregon
In behalf of Oregon State Highway Commission

Frank C. McColloch, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

Richard Mengler, City Attorney, Corvallis, Oregon
In behalf of the City of Corvallis

Oregon State Highway Commission, on March 24, 1953, filed an application for authority to construct a crossing at grade, or in the alternative, a crossing over and above the tracks and right of way, of Southern Pacific Company at the revised location of Pacific Highway West, North of Corvallis.

The crossing will be part of a proposed relocation of Pacific Highway West, extending northerly from the City of Corvallis to a connection with the existing highway, will eliminate two right-angle turns, and provide a more convenient and improved access to the two one-way portions of the highway in the City of Corvallis, Oregon.

At the hearing, Counsel for the Highway Commission requested permission to withdraw that portion of the application dealing with a grade crossing because of the unanimous opinion of all parties in interest that such a crossing was not feasible in view of heavy vehicular volumes and train and switching movements at that location. Permission was given for this action and the hearing was conducted on the application for a grade separation structure.

Evidence was adduced on behalf of the parties as set forth above, the hearing completed, and the matter submitted for determination. Based upon said evidence and record, it is found that:

The estimated average volume of vehicular traffic over the crossing will be 1700 vehicles per day based on 1952 tabulations, with normal increases, and the average volume of train movements at this location is estimated to be eight through movements and two switching movements per day.

Because of existing terrain and the established grade of the railroad tracks, a crossing of the highway over the railroad would provide the more economical and feasible means of grade separation.

According to the plans submitted with the application, the highway grade approaching the overcrossing structure from the south is an ascending grade of 3.58%, and the grade approaching from the north is an ascending grade of 3.35%, which grades are connected by a 900-foot vertical curve. The structure will cross three tracks of Southern Pacific Company at the proposed location, one track being the main track of the West Side Branch, a connection to the Albany Branch, and a spur serving several industries situated along 9th Street in the City of Corvallis.

The angle of crossing determined by the centerline of the main track of the West Side Branch and a line tangent to the centerline of the highway at the point of crossing is 40 degrees, 14 minutes and 50 seconds.

All costs incidental to the construction of the proposed project will be borne by Oregon State Highway Commission, including reimbursement of all costs to railroad company made necessary by expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of General Memorandum No. 299 issued by the Public Roads Administration, and Amendments thereof and Supplements thereto.

It is proposed that the cost of the maintenance of the structure will be borne by Oregon State Highway Commission and the cost of maintenance of the tracks and their facilities will be borne by Southern Pacific Company.

From the foregoing, it is concluded that the construction of an overcrossing at this location is in the public interest and the application should be granted. It is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and right of way of Southern Pacific Company by means of an overcrossing structure on the revised location of Pacific Highway West, North of Corvallis, in Sections 26 and 35, Township 11 South, Range 5 West, Willamette Meridian, in Benton County, Oregon, is granted; and it is further

ORDERED that the construction shall be done in a good and workmanlike manner, in conformity as to location and general design with the plans submitted with the application, or revisions thereof which are agreeable to Oregon State Highway Commission and Southern Pacific Company; and it is further

ORDERED that all costs of construction incidental thereto, together with the costs of reimbursement to Southern Pacific Company for all expenses made necessary by the construction thereof which are reimbursable under and not prohibited by the terms of General Memorandum No. 299 issued by the Public Roads Administration, and Amendments thereof and Supplements thereto, shall be borne by the Oregon State Highway Commission; and it is further

ORDERED that all costs of maintenance of the structure upon completion shall be borne by Oregon State Highway Commission, and all costs of maintenance of the tracks and their facilities shall be borne by Southern Pacific Company; and it is further

ORDERED that any impairments to the standard horizontal and vertical clearances which may be made necessary by the construction of the overcrossing structure are herein authorized for and during the construction period; and it is further

ORDERED that upon completion of the overcrossing structure, the No. F-689.9-A shall be assigned thereto as a means of identification in the Commissioner's Catalog of the Crossings of the State of Oregon.

Made and entered this 12th day of May, 1953.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

RECEIVED
FOR FILING

FORM E-30 25M 9-51 52315

Const
Grade Xings
Gen

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
May 1, 1953

SUBJECT: Pux 80 - S.P. Crossing,
Pacific Highway West
North of Corvallis

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. J. D. Walker
Mr. F. B. Crandall
Mr. E. A. Collier

Gentlemen:

Hearing on this matter was held before C. E. Jaqua, sitting as Examiner for the Public Utilities Commissioner at 10:00 a.m. on Friday, May 1, 1953.

Southern Pacific Company was represented by Mr. Frank Mc Colloch. The City of Corvallis was represented by Mr. Richard Mengler, City Attorney; The State Highway Commission was represented by Mr. Robert May and the writer.

Acting on authority given by Mr. R. H. Baldock on June 30th, the application for a crossing at grade was withdrawn and the hearing proceeded upon the alternative application for a grade separation structure. Mr. Forrest Cooper was placed on the stand to testify regarding the general nature of the project and Mr. G. S. Paxson was placed upon the stand to testify on the details of the proposed structure. No witnesses were called either by Southern Pacific Company or by the City of Corvallis.

Mr. McColloch stated for the record that Southern Pacific Company has no objections to the issuance of an order authorizing a grade separation structure in accordance with the allegations of the petition and the testimony presented. The petition sets out that it is proposed to construct the separation structure without cost to Southern Pacific Company, and that Southern Pacific Company will be reimbursed for expenditures which are allowed by Works Program General Memorandum No. 299.

Mr. McColloch voluntarily stated for the record that an easement for the crossing will be granted without cost.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb

RECEIVED
1953

[illegible]

FOR FILING

FORM E-30 25M 9-51 92315

[illegible]

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1953

SUBJECT: Pux 80 - Crossing N. of Corvallis

To: Mr. W. C. Williams ✓
Mr. H. G. Smith
Mr. G. S. Paxson
Mr. F. B. Crandall

NOTED
W. C. WILLIAMS

Gentlemen:

Hearing on the application of the Highway Commission for a crossing of the tracks of Southern Pacific Company on the revised location of Pacific Highway West has been set for hearing by the Public Utilities Commissioner at 10:00 a.m. on Friday, May 1, 1953, at the City Hall in Corvallis, Oregon.

As you know, the petition which was filed basically covers a crossing at grade and, as an alternative, a crossing over the tracks of the Railroad. For the purpose of making a complete record in one proceeding it is desired that witnesses arrange to be present as follows:

Mr. H. G. Smith, or a representative from his office, to testify regarding the general nature of the project and cost of construction based, first, on the cost of the construction of a crossing at grade, including signalization but exclusive of paving costs, and, second, the cost of construction of a grade separation project excluding costs of pavement.

Mr. Paxson, or someone from his office, to testify regarding the type and design of the proposed overcrossing structure, with supporting testimony regarding the estimated cost of the separation structure.

Mr. Crandall, or someone from his office, to testify regarding traffic and safety features involved in a crossing at grade.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb

FOR FILING
FORM E-30X 25M 8-51 47199

Cross Referenced To:

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1953

SUBJECT:
Pux 80
Grade Crossing North of Corvallis
Pacific Highway West, Southern Pacific Co.
Benton County

To:
J. W. DeSouza
Assistant Counsel

W. C. WILLIAMS

Your letter of January 9th on the above subject to Mr. Baldock, carbon copy to Mr. Crandall, has been reviewed by the writer and I will endeavor to answer certain of your inquiries in the order in which you ask them.

"(a) The reasons and justifications for the construction of a grade crossing rather than a grade separation, based on financial and other justifying reasons as may be applicable."

Neglecting the financial aspect of this question, I will set down hereinafter certain factors which support the contention that a grade crossing should be constructed at the present time at the proposed crossing. The State Highway Department did, in 1939, develop a method of determining the Inherent Hazard at railroad grade crossings so as to develop a system of priorities for the placement of protection. We have reviewed again all railroad grade crossings on the State Highway system with 1949 traffic, train and accident data available to that date. As a result of these studies it was determined that there were a total of 248 grade crossings in the State of Oregon on the State Highway system. There were 37 crossings protected with PUC Standard #2 Flashing Lights, 37 crossings protected with Wigwag Signals and there were 174 crossings unsignalized.

Applying the principles developed for the determination of Inherent Hazards at grade crossings to the proposed crossing north of Corvallis, assuming that it were open in 1949, this crossing would develop a priority of No. 28 out of a total of 38 crossings (37 in 1949 plus 1) that had Flashing Light Signals. This would mean that there are 27 other crossings on the State Highway system that have a higher Inherent Hazard rating and should be given consideration with respect to separating rail and highway traffic prior to the construction of a grade separation at the crossing in question north of Corvallis.

A secondary factor arising from the construction of this crossing, whether it be at grade or otherwise, is that the present railroad grade crossing of the Pacific Highway West with the West Side Branch of the Southern Pacific Company at Van Buren Street and Harrison Street in the City of Corvallis, would have its Inherent Hazard lessened. At the present time there are 174 unsignalized railroad grade crossings on the State Highway system out of which Van Buren Street is 20th and Harrison Street is 27th — meaning that there are 19 and 26 crossings respectively with a worse Inherent Hazard and a higher Priority for added protection than these two.

When the new connection for the Pacific Highway West is opened, it will relieve certain traffic volume from these two crossings and their Priority rating will be reduced at the Van Buren Street crossing to No. 27 and at Harrison Street to No. 42. Assuming for the moment that the proposed crossing were unsignalized, its Priority rating would be No. 45. This would mean that the present Van Buren Street and Harrison Street crossings still would have a higher Priority with respect to further protection than would the proposed crossing.

It thus appears that treating with first things first and referring to the 37 railroad grade crossings, that already have flashing lights, the State Highway Department should give consideration to separating rail and highway traffic at some 27 other crossings in the state before they give consideration to separating rail and highway traffic at the location in question.

"(b) A statement of the crossing protection proposed to be installed and an explanation of how this can be bonded into the multiple tracks so as to function satisfactorily."

At the proposed crossing it is planned to install in addition to the standard advance warning signs and pavement stencils, two PUC Standard #2 Flashing Light Railroad Signals. In addition to these flashing light signals there would be installed two G.E. Form 109 Mercury Vapor Luminaire Units with 16,000 lumen lamps.

Inspection of the railroad Evaluation Maps reveals that there is sufficient distance between the point of crossing and the nearest spur or connecting track within which to bond a rail so that the signals may be actuated only when trains cross the highway. In other words, there is a semblance of a wye connection north and south of the crossing, but these connections would in no way affect the operation of the signal.

The effect of the mercury vapor luminaire units are to illuminate the railroad cars so that vehicular traffic on US99W approaching the crossing may be fully cognizant of an impediment in their normal path of travel. The primary reason for the installation of the luminaire units is that considerable of the train movements at this crossing consists of railroad cars hauling logs or empty railroad cars designed for the purpose of hauling logs. Such cars are so constructed that the head lights of vehicles often times pass under the car and the driver is not cognizant of a train on the track. This is especially true during adverse weather conditions.

"(c) Traffic safety features supporting any contention which may be made that there will be undue hazard involved in crossing at grade;"

It is felt that when the flashing light signals and the luminaire units are installed that hazard will have been reduced to a minimum. However, at any railroad grade crossing there is always inherent hazard and this crossing would be no exception. Notwithstanding, it is felt that the inherent hazards at this crossing have been reduced to a minimum and that the recommended protection is adequate.

"(d) A statement of the witnesses who can be depended upon to appear and testify at the hearing."

With respect to this question I believe that Mr. Williams would be in a much better position to give you response to your inquiry than the writer.

In conclusion I would like to make one statement to the effect that were I a witness for the Commission and was the question put to me in cross examination or by yourself to the effect that "Would not a grade separation be preferable at a location such as this to a crossing at grade?" I would answer "Yes, a grade separation is always desirable from the standpoint of traffic safety." I could qualify this a little further by adding that "However, in giving due consideration to an equitable allocation of the funds available for railroad grade crossing construction, that there are other crossings in the state which should be given consideration prior to this crossing."

J A Head

J. Al Head
Assistant Traffic Engineer

JAH:jr
cc - W.C.Williams ✓
C.W.Enfield

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1952

SUBJECT: Pux 80
Grade crossing North of Corvallis
Pacific Highway West, Southern Pac. Co.
Benton County

To: Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Mr. Baldock:

Advise has been received that this office will be requested to file an application with the Public Utilities Commissioner for authority to construct a crossing at grade with the Southern Pacific Company's tracks on the revised location of the Pacific Highway West North of Corvallis.

The construction of a grade crossing on a primary highway of the importance of Pacific Highway West is a radical departure from past policies of the State Highway Commission and I have been given to understand that Southern Pacific Company will oppose a grade crossing and contend for a grade separation structure.

In order that the petition may be properly prepared and in order that questions to be put to the Commission's witnesses at the hearing be formulated, it is requested that we be supplied with a full written statement of

(a) The reasons and justifications for the construction of a grade crossing rather than a grade separation, based on financial and other justifying reasons as may be applicable.

(b) A statement of the crossing protection proposed to be installed and an explanation of how this can be bonded into the multiple tracks so as to function satisfactorily.

(c) Traffic safety features supporting any contention which may be made that there will be undue hazard involved in crossing at grade; and

(d) A statement of the witnesses who can be depended upon to appear and testify at the hearing.

NOTED
W. C. WILLIAMS

REFERRED TO
Williams.
By State Highway Engineer

Please [illegible]
[illegible] Traffic Engr has
submitted answer direct
to DeSouza
WCW.

Pux 80

These matters are of utmost importance as it is anticipated that there will be serious difficulty in justifying before the Public Utilities Commissioner a plan for a grade crossing as opposed to a grade separation structure.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams
Mr. F. B. Crandall
Mr. C. W. Enfield

[illegible] Reconstruction [illegible]
ridge approach [illegible]

[illegible] 08

RECEIVED
OCT 14 1954
FOR FILING

October 14, 1954

United States Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

On September 1 we inadvertently notified General Casualty of America instead of your Company of a final payment to be released to Gilbert Roberts on contract No. 4008, for reconstructing the Columbia River Bridge Approach in Hood River County.

For your information the final payment amounted to $3,081.48. The total contract amount is $21,378.00 and no force account work was performed on the project. There were no claims filed against this contract and the final payment was released to the contractor on September 30,1954.

We regret that the mistake of notifying the wrong surety company occurred, and trust that you have not been inconvenienced.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
OCT 8 - 1954
FOR FILING

October 8, 1954

Mr. Gilbert Roberts
Route 2, Box 122
Hood River, Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 23 had under discussion your request for an extension of time, from April 30 to August 18, 1954, within which to complete your contract No. 4006 for reconstructing Columbia River Bridge Approach on the Interstate Bridge County Road in Hood River County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible] Chandler,
Division Engineer

Robert Allison,
Resident Engineer

[illegible] Paxson,
Assistant State Highway Engineer

Finals

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 15, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4008	3-final	GILBERT ROBERTS	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18845	R-103994	$ 3,081.48	9/24/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: April 30, 1954

Time Extensions: Aug. 18, 1954 without penalty

Completion Date: Aug. 17, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer Jr

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
SEP 1 6 1954
FOR FILING

September 9, 1954

Request for extension of time
No. 11
September 23 and 24 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Columbia River Bridge Approach
Reconstruction
Contract No. 4008

Gilbert Roberts, contractor on the reconstruction of the Columbia River Bridge Approach structure on the Interstate Bridge County Road in Hood River County, has requested an extension of time from April 30, 1954, to August 18, 1954, in which to complete the contract.

All work was completed on this contract by the specified completion date with the exception of placing the downspouts from the catch basins and the handrail end posts at the north end of the structure. This work had to be postponed until the approach fill had been completed by another contractor. This work was completed on August 18, 1954.

The delay in completing the work was not the responsibility of the bridge contractor. It is recommended that the extension be granted without penalty to the contractor. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

CAG/dm

Attached

RECEIVED

FOR FILING

September 1, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4008 for reconstruction of the Columbia River Bridge Approach in Hood River County was completed by the contractor, Gilbert Roberts, on August 17, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $3,081.48 will be released to the contractor after acceptance by the Commission. The total contract amount is $21,378.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
SEP 14 1953
FOR FILING

CF1-35(6)

4c 1

September 11, 1953

Mr. Gilbert Roberts
Route 2, Box 120
Hood River, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4008, which was awarded to you on August 7, 1953 by the State Highway Commission, for reconstruction of Columbia River Bridge Approach on the Interstate Bridge County Road in Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

[illegible]

RECEIVED
AUG 11 1953
FOR FILING

LF1 – [illegible]

/

August 10, 1953

Mr. Gilbert Roberts
Route 2, Box 116
Hood River
Oregon

Dear Sir:

The State Highway Commission on August 7, 1953, awarded to you State Highway Contract No. 4008 for the reconstruction of the Columbia River Bridge Approach at Hood River, on the Columbia River Highway in Hood River County. This award was based on your bid of $22,578.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: R. B. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa – [illegible]

File ✓

EFI-35(6)

4007

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

August 7, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4008 for Oregon Project EFI-35(6), Hood River-Mosier (Structures) Section of the Columbia River Highway, to Gilbert Roberts of Hood River, Oregon, low bidder in the amount of $22,578.00 at the August 7, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
FORM E 10 25M 9-51 92315

[illegible]

4 1

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon
INTER-DEPARTMENT CORRESPONDENCE
July 31, 1953

SUBJECT:

To: Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

In order to complete the Columbia River Highway just easterly from Hood River, it will be necessary to contract a grading and paving job on the connecting roads in the vicinity of the Interstate Bridge Overcrossing.

The contract for the Interstate Bridge Viaduct will be let at the August 6-7 meeting. Completion date on this project is in the Spring of 1954. In order to properly coordinate the work, it is recommended that the grading and paving job be contracted in October, 1953. When the specifications for the job are written, Mr. Paxson should be consulted with respect to the Order of Performance of Work so that delays and interferences will be held to a minimum.

Very truly yours,

H. C. Smith
Construction Engineer

By
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams ✓
G. S. Paxson

RECEIVED
AUG 4 1953
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI-35(6)

4005

B71-35(6)

July 23, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. & E. documents for Oregon Project BFI-35(6) Hood River-Mosier (Structures) Section of the Columbia River Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk

C. G. Polk
District Engineer

RECEIVED
AUG 3 1953
OREGON
STATE HIGHWAY COMMISSION

5 2

4008 [illegible]: Contract [illegible]36

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 27, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
UF1-131(4)			
4009	9-final	AUSLAND & DODSON	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15121	R-100000	$ 3,752.78	7/27/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: June 30, 1954

Time Extensions: None

Completion Date: May 17, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-28-54

To the Accounting Division:

Release of the above warrant is hereby authorized on 7-29-54.

H. B. Glaisyer
Secretary

Warrant Mailed: 9
as per expiration of surety notice on card viz - 7-24-54 caw

NOTED ON CARD
7-29-54

ECEIVED
JUL 19 1954
FOR FILING

July 19, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4009 for reconstruction of Rocky Point Bridge Approach on the Pacific Highway in Jackson County was completed by the contractor, Ausland & Dodson, on May 17 and was formally accepted by the Highway Commission on June 23, 1954.

Final payment in the amount of $3,752.78 will be released to the contractor on or after July 29, 1954. The total contract amount is $50,706.50 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

7-19-54

RECEIVED
SEP 17 1953
FOR FILING

F1-131(41)

4 1

September 17, 1953

Ausland & Dodson
4005 West 6th St.
Grants Pass, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4009, which was awarded to you on August 7, 1953 by the State Highway Commission, for the Rocky Point Bridge Approach Reconstruction on the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Recorded

RECEIVED
AUG 20 1953
FOR FILING

#378

August 19, 1953

Mr. Fred Warden
Route 1, Box 132
Gold Hill, Oregon

Dear Sir:

This letter is in reply to yours of July 27 having reference to your statement that you have been damaged through construction of the new highway at Rocky Point Bridge.

Our investigations do not indicate that you have been damaged, other than the possibility of impairment of view. We question very much if the impairment of view constitutes a claim for damage. We would be glad, if you would so request, to make an investigation to determine if the slopes of the new highway could be seeded to some suitable plants or shrubs with a protective screen of trees, to more or less heal the scars of the new highway construction.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc Mr. H. G. Smith
Mr. C. W. Enfield

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
O F F I C E

Dear Sir:

This is written in reply to your Assignment No. 4378 attached to a letter from Fred Warden of Gold Hill in which he seeks some settlement for damages due to the construction of a fill near the front of their property on the Rock Point-Blackwell Hill Section in Jackson County.

Mr. Warden's property is located on the left bank of the Rogue River, a short distance east of the Rock Point Bridge and abutts on the old county road which extended easterly from the Rock Point Bridge. In the construction of the new facility, it was necessary to raise the grade of this county road approximately 12 feet to meet grades in the interchange and other connections. This places a somewhat rough appearing 12 foot 1½ to 1 slope about 30 feet in front of Mr. Warden's home. The Legal Department cannottell me if the Wardens have any legal claim. They are frank to say that they just don't know. These cases are quite difficult to decide. While it is entirely probable that they are suffering some impairment of view, this is a tricky thing at best and one that it is difficult on which to apply a yardstick of measurement. Furthermore, I am fearful that if we adopt a policy of acknowledging claims of this kind, we will find ourselves constantly in hot water.

Under the circumstances, I feel that the claim for damage should be denied, however I might suggest that I believe a lot of the curse could be taken off of this situation by plantings. The slopes could be seeded to some suitable plant or shrub and a protective screen of trees could be planted at the right of way line. As time goes on, these scars generally heal to a considerable degree.

Very truly yours,

H. G. Smith
Construction Engineer

By

Forrest Cooper
Ass't. Construction Engineer

RECEIVED
[illegible] 1953
[illegible]

FC:js

No. [illegible]
By [illegible]

ASSIGNMENT

Date: ~~[illegible]~~ July 28, 1953

Description: Letter of July 27 by Fred Warden of Gold Hill stating he feels some settlement is due him from damage to his property thru construction of the new highway at Rocky Pt. Bridge, Gold Hill and asking that he be contacted

Acknowledged by _____ Referred to ____ Smith ________

Investigate and report with recommendation
xx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 8/12/53 Report received ________

Remarks: Letter [illegible]

July 27, 1953

[illegible] W. C. WILLIAMS

t is
to my
due me from damag
property thru construction of the new highway at Rocky Pt Bridge, Gold Hill.

Would appreciate being contacted so the situation can be explained fully.

PLEASE RETURN TO
W. C. WILLIAMS

Sincerely,
Fred Warden
Rt. 1 Bx 132
Gold Hill, Ore.

1953

July 27, 1953

R. H. Baldock
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon.

NOTE
W. C. WILLIAMS

Dear Sir:

I feel some settlement is due me from damage to my property thru construction of the new highway at Rocky Pt Bridge, Gold Hill.

Would appreciate being contacted so the situation can be explained fully.

PLEASE RETURN TO
W. C. WILLIAMS

Sincerely,
Fred Warden
Rt. 1 Bx 132
Gold Hill, Ore.

1953

RECEIVED
AUG 11 1953
FOR FILING

[illegible]

August 10, 1953

Ausland & Dodson
Grants Pass
Oregon

Gentlemen:

The State Highway Commission on August 7, 1953, awarded to you State Highway Contract No. [illegible] for the Rocky Point Bridge Approach reconstruction project on the Pacific Highway in Jackson County. This award was based on your bid of $[illegible],057.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: H. G. Smith
S. H. Probert
G. S. Paxson
F. M. Brennan - SJAC

RECEIVED

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI-131(14)

August 7, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4009 for Oregon Project BFI-131(14), Rock Point-Blackwell Hill Section of the Pacific Highway, to Ausland and Dodson of Grants Pass, Oregon, low bidder in the amount of $48,057.00 at the August 7, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
FOR FILING
OREGON DISTRICT

BFI-131(14)

400T

BFI-131 (14)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 23, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. & E. documents for Oregon Project BFI-131(14) Rock Point-Blackwell Hill Section (Rocky Point Bridge Approach Reconstruction) of the Pacific Highway, subject to such changes as may be found necessary after a complete check of the plans.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

RECEIVED
AUG 3 1953
OREGON
STATE HIGHWAY COMMISSION

[illegible] [illegible] 1-73
[illegible]
[illegible] [illegible]

RECEIVED
DEC 30 1953
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 28, 1953

91 –			
~~(CONTRACT NO.)~~ 4/11	(EST. NO.)	(CONTRACTOR)	
4010	3-final	Parkrose Nursery	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25108	R-83330	$ 281.33	12/24/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1953

Time Extensions: None

Completion Date: Oct. 29, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-29-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

aaw

RECEIVED
DEC 9 - 1953
FOR FILING

[illegible]

4010

December 8, 1953

G. Talbot Sinclair, Mgr.
U. S. Fidelity & Guaranty Co.
201 Portland Trust Bldg.
Portland, Oregon

Dear Sir:

State highway contract No. 4010 for work performed on the Couch St.-Ankeny St. Unit, Front Ave. Section of the Pacific Highway West in Multnomah County was completed by the contractor, Parkrose Nursery, on October 29, 1953, but has not as yet been accepted by the Commission.

Final payment in the amount of $281.33 will be released to the contractor after acceptance by the Commission. The total contract amount is $3,685.63, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

ra
cc - United States Fidelity & Guaranty Company
Karl H. Doerre
201 Portland Trust Bldg.
Portland, Oregon

NOTED ON CARD

12-8-53

Form E-1—10M

26-1032

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 31, 1953, 19

Section	Couch St.-Ankeny St.(Front Ave. Sec.)	Kind of work	Landscaping
Highway	Pacific West	Section prefix	26-1032
Contractor	Parkrose Nursery	Contract number	4010
Date of contract	8-6-53, 19	Date of completion	10-31-53, 19
Date work started	8-28-53, 19	Estimated date of completion	10-31-53, 19
Amount of contract	$ 3,733.22	Per cent of time elapsed	100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 3,172.32

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 164.56, 55.10 % | Date project was completed October 29, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the contract on October 29, 1953

NOTED
H. G. SMITH

NOTED
FORREST COOPER

Signed D. J. Barbee D.J.Barbee. Res. Engr.

Address P.O. Box 4699, Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Cloudy		
Saturday			

State Printing

RECEIVED
FOR FILING

11 -

11 10

September 11, 1953

Parkrose Nursery
10815 N. E. Sandy Blvd.
Portland 20, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4010, which was awarded to you on August 7, 1953 by the State Highway Commission, for landscaping on the Couch Street-Ankeny Street Unit, Front Avenue Section of the Pacific Highway West in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

[illegible] 3/16

RECEIVED
AUG 11 1953
FOR FILING

31-[illegible]

4010

August 10, 1953

Parkrose Nursery
10815 NE Sandy Blvd.,
Portland 13
Oregon

Gentlemen:

The State Highway Commission on August 7, 1953, awarded to you State Highway Contract No. 4010 for landscaping the Couch Street-[illegible] Street Unit of the Front Avenue Section of Pacific Highway East in Multnomah County. This award was based on your bid of [illegible],733.22 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: H. S. Smith
C. W. Probert
Mark H. Astrup
J. H. Franzen - SIAC

[illegible]-4215. [illegible] [illegible] [illegible] 1933
[illegible]
[illegible]11

36-4215

4011

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 10, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4011	3-final	R. H. Jones

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2134	B-36989	$ 9,680.31	2/10/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1953

Time Extensions: None

Completion Date: Dec. 31, 1953

Date Accepted: Jan. 21, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-11-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

2-15-54

RECEIVED
JAN 19 1954
FOR FILING

January 19, 1954

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4011 covering redecking of the Umatilla River Bridge on the Oregon-Washington Highway in Umatilla County was completed by the contractor, R.H. Jones, on December 31, 1953 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $9,680.31 will be released to the contractor after acceptance by the Commission. The total contract amount is $23,416.50 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD
1-19-54

RECEIVED
SEP 11 1953
FOR FILING

[illegible]

4011

September 10, 1953

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Sir:

We enclose herewith three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4000, for constructing Sisters Maintenance Building, Deschutes County, awarded August 6, 1953.

Contract No. 4006, for constructing Meacham Maintenance Building Addition in Umatilla County, awarded August 6, 1953.

Contract No. 4011, covering Umatilla River Bridge redecking on the Oregon-Washington Highway in Umatilla County, awarded August 7, 1953.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
AUG 11 1953
FOR FILING

[illegible]

August 10, 1953

Mr. R. H. Jones
Route 1, Box 258
Hillsboro
Oregon

Dear Sir:

The State Highway Commission on August 7, 1953, awarded to you State Highway Contract No. [illegible] for the Umatilla River Bridge Redecking Project on the Oregon-Washington Highway in Umatilla County. This award was based on your bid of $[illegible] which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: H. G. Smith
S. H. Probert
C. S. Benson
W. W. Brannon - SIAC

S-238(4) Sheep Cr. Hill-Imnaha Sec., 1953
Little Sheep Cr. Secon. Hwy.
#4012

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design

Section: Sheep Creek Hill Section
County: Wallowa
Prefix: 132-1433-900
Length of Project: 3.165 Miles
Highway: Little Sheep Creek Sec.
Res. Eng'r.: M. A. Cameron
Stations 266+38 - 433+50

DIMENSIONS IN INCHES

COMPUTED DESIGN				RECOMMENDED DETAIL OF BASE AND WEARING SURFACE						
Station to Station	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Select subgrade material	Surfacing in Place	Topping or Base	Leveling Course	Wearing Surface	Total Base etc. and Wearing Surface	Traffic
266+38 to 433+50	20½"	4½"	25"		6"	14"	2"	3"	25"	Heavy

NOTE:

The shoulder slopes will be 1½:1 to provide 1½-foot shoulders within the present roadbed width.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer

3/5/54

Submitted by Ass't. Construction Engineer
Recommended by Construction Engineer
Recommended by Engineer of Materials
Approved by Deputy State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design Data Sheet

Section: Sheep Creek Hill Section
County: Wallowa Prefix: 132-1433-900
Length of Project: 3.165 Miles

Highway: Little Sheep Creek Sec.
Res. Eng'r.: M. A. Cameron
Stations: 266+38 - 433+50

Location				Soil Characteristics						Computed Thickness			
Station	Rt	C L	Lt	Depth	% Pass 200	L. L.	P. I.	R Value	% Silt	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Traffic
317+00			30'	0-1.5	77.3	41	8	18	47.2	20"	4½"	26½"	Heavy
355+00			30'	0-1.5	87.2	41	12	22	43.4	20½"	4½"	25 "	"

3/5/54

R H Bald

RECEIVED

FILING

NOTED

February 15th, 1954

FINAL COST ANALYSIS

Sheep Creek Hill-Imnaha Section   Surfacing   Little Sheep Creek Secondary
Contract #4012   C. C. Meisel, Contractor   Prefix 132-1016
M. A. Cameron, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
$2\frac{1}{2}$"-0" Rock in Surfacing	10,589	Cu. Yd.	$2.42	$1.75	$18,499.06	$25,625.38
3/4"-0" Rock in Surfacing	14,109	" "	2.60	2.53	35,641.74	36,683.40
Sprinkling	1,568.2	M/Gal.	3.00	2.14	3,352.38	4,704.60
					$57,493.18	$67,013.38

Gross Revenue	$67,013.38
Total Cost	57,493.18
Net Profit	$ 9,520.00

Net Profit Equals 14.2% of Gross Revenue

Detail of Cost

Labor:		
Supervision	$ 2,475.00	
Labor	18,290.55	
Labor Insurance	1,936.01	$22,701.56
Equipment Rental & Misc. Supplies:		
Equipment Rental (Owned)	$13,058.27	
" " (Hired)	7,951.26	
Gas, Oil & Grease	3,732.13	
P.L. & P.D. Insurance	1,079.47	
Bond	335.06	
Explosives & Drill Steel	844.95	
Move In, Freight & Cartage	3,095.48	
Small Tools & Misc. Supplies	2,685.00	
Home Office & General Overhead	2,010.00	34,791.62
Total Cost		$57,493.18

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 21.39 miles of crushed rock surfacing involving 24,698 cu. yds. of crushed material. The project was bid and awarded August 7th, 1953. Work was started August 25th, and was completed November 6th, 1953.

The contractor elected to buy his own quarry rather than use the one set up by the State on the south end of the project. A quarry of suitable material was located on the east side of Little Sheep Creek near the junction of a county road and Little Sheep Creek-Imnaha Highway at M.P. 8.2. The contractor obtained permission to use this quarry from a Mr. H. Tucker with the agreement of delivery of 100 yards of crushed material in return as royalty. On August 25th, the contractor moved in a 315 CFM compressor, wagon drill and two men to start drilling the quarry. While the quarry was being drilled and shot the contractor was busy setting up his three-crusher, semi-portable crushing plant. Crushing was started on September 25th. A ½-yard shovel and 6-yard dumptor were used to load and haul to crusher. From this setup 14,661 cu. yds. of material was crushed. Of this 10,589 cu. yds. was 2½"-0" and 4,072 cu. yds. of 3/4"-0". This material was hauled direct from the bunker to the street. Hauling equipment consisted of two 6-yard and three 5-yard trucks. The average haul from this setup was 2.43 miles.

The second and last setup was made at a talus quarry located on the southerly side of Little Sheep Creek and about 0.2 mile southeasterly from the highway along an existing haul road at M.P. 15.16. From this quarry a total of 10,037 cu. yds. of 3/4"-0" was crushed and used for surfacing. Hauling equipment was increased on this section due to the long haul. Two 6-yard, six 5-yard and two 8-yard trucks were used. The average haul on this setup was 6.43 miles. The surfacing equipment used on the street consisted of one 99H Austin-Western blade, one 3-leg, 10-ton roller and two 1,500-gal. water wagons.

The contractor, having ideal weather and personally supervising all the construction, realized a good profit.

E. H. Clymer
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
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OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 5, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4012	4-final	C. C. MEISEL	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1890	R-86733	$ 2,010.40	2/5/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wiklander
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1953

Time Extensions: None

Completion Date: Nov. 6, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-9-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB [illegible] 1954
a. a. Wiklander

RECEIVED
FOR FILING
(4)

January 25, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 6, 1953 on Contract No. 4012, Sheep Creek Hill-Imnaha Section in Wallowa County, in connection with Federal Aid Project No. S-238 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ch

cc: John Cattrall

FOR FILING

8/14

4

December 14, 1953

Standard Accident Insurance Company
Detroit 32
Michigan

Gentlemen:

State Highway contract No. 4012 for work performed on the Sheep Creek Hill-Imnaha Section of the Little Sheep Creek Secondary Highway in Wallowa County was completed by the contractor, C. C. Meisel, on November 6, 1953, and was formally accepted by the Highway Commission on December 10, 1953.

Final payment in the amount of $2,[illegible]10.40 will be released to the contractor on or after December 24, 1953. The total contract amount is $67,013.38, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc
cc: Standard Accident Insurance Co.,
J. S. Laird, Agent
Spalding Bldg.,
Portland 4, Oregon

NOTED ON CARD

12-14-53

RECEIVED
FOR FILING

[illegible]

4-12

December 1, 1953

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. C. Weisel on contract No. 4012, for surfacing on the Sheep Creek Hill-Imnaha Section of the Little Sheep Creek Highway in Wallowa County.

This payment, in the amount of $7,148.61, will be released to the contractor on or after December 11, 1953. The retained percentage is $2,010.40.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Standard Accident Insurance Co.
J. S. Laird, Agent
Spalding Bldg.
Portland 4, Oregon

NOTED ON CARD

12-11-53

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 13, 1953

Section Sheep Creek Hill - Imnaha

Kind of work Surfacing

Highway Little Sheep Creek Secondary #350

Section prefix 132-1016

Contractor C.C. Meisel

Contract number 4012

Date of contract August 7, 1953

Date of completion November 30, 1953

Date work started August 25, 1953

~~Estimated~~ date of completion November 6, 1953

Amount of contract $ ~~63,794.00~~ [illegible]

Per cent of time elapsed 79 %

Estimated cost of completed project, exclusive of engineering $ 67,013.38

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 3,625, 71 %

Date project was completed November 6, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Saturday - Commenced tearing down crusher plant

Monday - Tearing down plant

Tuesday - Tearing down plant

Wednesday - Completed moving all equipment off of project.

NOTED
H. G. SMITH

NOTED
FORREST COOPER

Signed

Address Enterprise

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		21.39			
Miles partially completed					
Miles completed		21.39			
Total estimated quantities		24,700			
Estimated quantities moved or placed to date		24,698			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ......1.., Rollers ......1.., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	fair		
Tuesday	fair		
Wednesday	fair		
Thursday	fair		
Friday	cloudy		
Saturday	cloudy		

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FOR FILING

S-228 (4)

REFERRED TO
Williams
By State Highway Engineer

Todd Crozer

Contracts

NOTED
W. C. WILLIAMS

ST IGHWAY DEPARTMENT
ials Division

ORY REPORT

Prefix No.	132-1016
County	Wallowa
Contract No. 4012 F. A. Project No.	S-238(4)
Date reported	Oct 8 1953

OF COARSE AGGREGATE

tle Sheep Creek Secondary Hwy.

Sampled at M. P. 8.2

Date received Oct 6 1953

Quantity represented 500 c.y.

RESULTS

of material Cr. Rock 3/4-0

opening: To ¼": Sq. ; ¼" and below: Square:

Abrasion, per cent wear, Los Angeles Rattler	
Specific gravity (Le Chatelier)	
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	7 %
Manufactured fines	%
Liquid limit: Natural fines	37 %
Manufactured fines	%

Total 100.0

RECOMMENDATIONS

Material as represented by this sample .... suitable for use. Excess P. I.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- x Resident Engineer Cameron
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

G. W. Harra
Engineer of Materials

State Printing 86236

Form E-61—15M—5-53

[illegible]EGON STATE HIGHWAY DEPART[illegible]NT
Materials Division

LABORATORY REPORT

Project	Sheep Cr.-Hill-Imnaha			Prefix No.	132-1016
Highway	Little Sheep Creek			County	Wallowa
Contractor	C. C. Meisel	Contract No.	4012	F. A. Project No.	S-238(4)
Submitted by	M. A. Cameron			Date reported	Oct 8 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Meisel Quarry, M.P. 8.2, Little Sheep Creek Secondary Hwy.

Sampled at M.P. 8.2

To be used Base surf.

Sampled by M. A.Cameron

Date received Oct 6 1953

Quantity represented 500 c.y.

TEST RESULTS

Laboratory No. 320119

Data Sheet No. A-28086

Type of material Cr. Rock 3/4-0

Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3/4	0	0	
1/2	5.6	5.6	
1/4	49.8	55.4	
10	26.7	82.1	
40	12.0	94.1	
P40	5.9	5.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	37	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample .... suitable for use. Excess P. I.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Parson
- x Resident Engineer Cameron
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

G. W.

Engineer of Materials

State Printing [illegible]

RECEIVED
FOR FILING

September 11, 1953

Mr. C. C. Meisel
McMinnville
Oregon

Dear Sir:

We enclose herewith for your record and files a fully executed copy of each of the following contracts awarded to you by the State Highway Commission:

Contract No. 4001, for grading and surfacing on the Grants Pass-Murphy Section of the Williams Highway in Josephine County, awarded August 6,1950.

Contract No. 4012, for surfacing on the Sheep Creek Hill-Imnaha Section of the Little Sheep Creek Highway in Wallowa County, awarded August 7, 1953.

A copy of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

Recorded

RECEIVED
SEP 1 1953
FOR FILING

S-[illegible]

[illegible]

August 31, 1953

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 25, 1953 on Contract No. 4012, Sheep Creek Hill-Imnaha Section, in connection with Federal Aid Project No. S-238 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

RECEIVED
AUG 11 1953
FOR FILING

August 10, 1953

Mr. C. C. Meisel
McMinnville
Oregon

Dear Sir:

The State Highway Commission on August 7, 1953, awarded to you State Highway Contract No. 4012 for surfacing the Sheep Creek Hill-Imnaha Section of Little Sheep Creek Secondary Highway in Wallowa County. This award was based on your bid of $63,794.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: H. G. Smith
S. H. Probert
W. M. Frangua - STAC

File

RECEIVED
FOR FILING

S 238(4)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

August 7, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-238(4), Sheep Creek Hill-Imnaha Section of the Little Sheep Creek Highway, to C. C. Meisel of McMinnville, Oregon, low bidder in the amount of $63,794.00 at the August 7, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

BFI-303(10) Cook Overcrossing Widening 1953

#4013

RECEIVED
[illegible]
FOR FILING

PFI-[illegible](A)

[illegible]

June 30, 1954

[illegible]-Johnson Co.
[illegible] N. E. Clinton St.
Portland [illegible], Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 23 had under discussion your request for an extension of time, from April 30 to May 30, 1954, within which to complete your contract No. 4013 for widening the Cook Overcrossing on the West Portland-Hubbard Highway in Washington County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible] Kelton,
Division Engineer

Marshall [illegible],
Resident Engineer

[illegible] Maxson,
Assistant State Highway Engineer

RECEIVED
FOR FILING
8F1-305

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 21, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4013	8-final	Parker-Johnson Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11875	B-96760	$ 1,936.33	6/18/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: April 30, 1954

Time Extensions: to May 30, 1954 without penalty

Completion Date: May 13, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-25-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Assistant Secretary

Warrant Mailed: JUN 28 1954
aaw

RECEIVED
JUN 7 1954
FOR FILING

BF 1-

June 7, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4013 for widening of the Cook Overcrossing on the West Portland-Hubbard Highway in Washington County was completed by the contractor, Parker-Johnson Company, on May 13, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,936.33 will be released to the contractor after acceptance by the Commission. The total contract amount is $55,262.90 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

6-7-54, g

RECEIVED
MAY 25 1954
FOR FILING

PFI-[illegible] ( )

4013

May 24, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Wills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission will release to Parker-Johnson Company a portion of the funds heretofore retained by the Commission on contract No. 4013, for the Cook Overcrossing widening on the West Portland-Hubbard Highway in Washington County.

This payment, in the amount of $2,918.35, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,649.28. The present payment will be released on or after June 3, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
5-24-54

RECEIVED
MAY 20 1954
FOR FILING

EFI-

May 19, 1954

Request for extension of time
No. 1
June 23 and 24 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Cook Overcrossing Widening
Contract No. 4013

Parker-Johnson Company, contractors for the widening of the Cook Overcrossing of the Southern Pacific railroad on the East Portland-Hubbard Highway, have requested an extension of time from April 30, 1954, to May 30, 1954, in which to complete their contract.

All work was completed on this contract on May 13, 1954. The delay in completing this contract within the specified completion date was caused by the widening and resloping of the approach embankments at the bridge ends. This work could not be done until State forces had completed a revision to a springbox located within the embankment area.

This delay caused no inconvenience to the traveling public nor was there any additional expense incurred by the State. It is recommended that this extension be granted without penalty to the contractors. Attached is the concurrence of the Bureau of Public Roads in this extension.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMB/ds

Attached

RECEIVED
FOR FILING

[illegible]

4012

5091

ASSIGNMENT

Date: May 18, 1954 No. 5091 By WCW

Description: Bill No. 25 from The Western Union Telegraph Company, 5-14-54, in amount of $359.79, for Cook Overcrossing, Cook, Ore.

Acknowledged by____ Referred to ✓ C. A. Gardner

__ Investigate and report with recommendation
XX Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks: Bill being
processed for
payment

NOTED
W. C. WILLIAMS

5-20-54

Executed ✓ Report Received__________

RECEIVED
MAY 7 1954
FOR FILING

[illegible]

4 [illegible]

ASSIGNMENT

Date: May 4, 1954 No. 3052 By wcw

Description: Bill No. 431258 from Southern Pacific Co., in amount of $1,573.08 in connection with overpass at Cook, Ore.

Acknowledged by____ Referred to Gardner

__ Investigate and report with recommendation
XXXX Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

- - - - - - - - - - ~~PLEASE RETURN TO~~ - - - -
- - - - - - - - - - ~~W. C. WILLIAMS~~ - - - -

Remarks: Being processed for payt.

NOT…
W. C. WILLIA…

Retd
Executed 5-4-54 Report Received__________

RECEIVED
FOR FILING
[illegible]
4 13
4775

ASSIGNMENT

Date: January 19, 1954 No. 4798 By wcw

Description: 7 copies of bill from the Western Union Telegraph Company - Cook Overcrossing.

Acknowledged by____ Referred to Gardner ✓

__ Investigate and report with recommendation
X Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks: Bill [illegible] processed for payment
Gardner

PLEASE RETURN TO
W. C. WILLIAMS

Ret'd. 1-20-54

Executed___mc___ Report Received__________

RECEIVED
[illegible]
FOR FILING

[illegible]

4613
4692

December 7, 1953

Mr. Norman B. Kobin
Attorney at Law
Portland Trust Building
Portland 4, Oregon

Dear Sir:

In answer to your letter of November 25 addressed to Mr. C. W. Enfield, I wish to advise that the Parker-Johnson Company (bridge contractor) has been issued orders to begin work not later than December 7 to uncover the spring and construct such protection as is necessary to prevent further pollution of the water by the contractor's operations at the Roshak well. As soon as the work is complete Mr. Roshak will be contacted to learn if the work is satisfactory.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HGS: me

cc Mr. C. W. Enfield
Mr. H. G. Smith

FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
December 4th, 1953

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I have your letter of December 1, 1953 with letters attached from Mr. Kobin and Mr. Enfield, relative to polution of a spring located on the railroad right of way adjacent to the John Roshak property, which is near the southerly end of the Cook Overcrossing structure.

Your information regarding responsibility for poluting the spring is in error. The Cook Overcrossing widening is being done under a contract with Parker-Johnson Company, and it was during the footing excavation work that the spring box was covered. It was apparent during the preliminary planning stages for the widening work on the West Portland-Hubbard Highway that the fill slopes would encroach on to the spring box. Therefore, $300.00 was set up in the Parker-Johnson project authorization to pay for the necessary protection work, to be done as "Extra Work."

I have talked with Marshall Dresser, Resident Bridge Engineer on the Parker-Johnson contract, and he informed me that he has issued orders to his contractor to begin work not later than next Monday to uncover the spring and to construct such protection as is necessary to prevent further polution of the water by the contractor's operations. After the protection work is completed, we will contact Mr. Roshak, and attempt to get his approval of the work done.

Yours very truly,

F. T. YOUNG
Assistant Division Engineer

FTY:w
cc: Marshall Dresser
L. A. Johnston

No. 4692
Date: December 1, 1953 ASSIGNMENT By WCW

Description: Mr. Enfield's letter of 11-30-53 to Norman B. Kobin, letter (undated) Mr. Kobin to Mr. Enfield, Mr. Enfield's letter of 11-30-53 to WCW; re effect of operations of R. A. Heintz Co. on a spring from which Mr. and Mrs. John Roshak secure water

Acknowledged by _____ Referred to ____Smith ✓________

Investigate and report with recommendation
xx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

Assignment executed [illegible] Report received ________

Remarks: Please expedite.
WCW

PLEASE RETURN TO
W. C. WILLIAMS

NT

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Enclosed herewith is a copy of a letter from Mr. Norman B. Kobin, attorney for Mr. and Mrs. John Roshak, wherein Mr. Kobin calls to our attention the fact that the State's contractor, R. A. Heintz Construction Co., has caused dirt and debris to be deposited upon a concrete well box located upon right of way of the Southern Pacific Company which has caused the water in the well to be unusable. Mr. and Mrs. John Roshak, who own property abutting upon the Portland-Salem Expressway and the Southern Pacific Company right of way at the Cook Overcrossing, have used water from this well for many years and at the time of our right of way acquisition in 1937 we recognized their right to use this water by relocating water lines and their pump house made necessary for the highway construction. Apparently the damage being done to the well can be avoided, at least Mr. Kobin so advised in his telephone conversation with me, and I will appreciate your taking whatever action you deem necessary and advisable to secure the cooperation of R. A. Heintz Construction Co. in removing dirt and debris from the concrete well box and in protecting the well from further damage during the remainder of their work on the Cook Overcrossing structure.

Mr. Kobin was very reasonable in his telephone conversation with me, and at this time he only seeks our cooperation in having the State's contractor correct the damage already done and prevent future damage. However, if this matter is not corrected, the property owners would have a cause of action against the State's contractor and might also, if the damage is sufficiently substantial, have a cause of action against the State in inverse condemnation.

I will appreciate your advising me of the action taken so that I may inform Mr. Kobin.

Yours very truly,

CWEnfield
C. W. ENFIELD
Chief Counsel

RECEIVED
NOV 30 1953

CWE:avh

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1953

PLEASE RETURN TO
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Enclosed herewith is a copy of a letter from Mr. Norman B. Kobin, attorney for Mr. and Mrs. John Roshak, wherein Mr. Kobin calls to our attention the fact that the State's contractor, R. A. Heintz Construction Co., has caused dirt and debris to be deposited upon a concrete well box located upon right of way of the Southern Pacific Company which has caused the water in the well to be unusable. Mr. and Mrs. John Roshak, who own property abutting upon the Portland-Salem Expressway and the Southern Pacific Company right of way at the Cook Overcrossing, have used water from this well for many years and at the time of our right of way acquisition in 1937 we recognized their right to use this water by relocating water lines and their pump house made necessary for the highway construction. Apparently the damage being done to the well can be avoided, at least Mr. Kobin so advised in his telephone conversation with me, and I will appreciate your taking whatever action you deem necessary and advisable to secure the cooperation of R. A. Heintz Construction Co. in removing dirt and debris from the concrete well box and in protecting the well from further damage during the remainder of their work on the Cook Overcrossing structure.

Mr. Kobin was very reasonable in his telephone conversation with me, and at this time he only seeks our cooperation in having the State's contractor correct the damage already done and prevent future damage. However, if this matter is not corrected, the property owners would have a cause of action against the State's contractor and might also, if the damage is sufficiently substantial, have a cause of action against the State in inverse condemnation.

I will appreciate your advising me of the action taken so that I may inform Mr. Kobin.

Yours very truly,

CWEnfield
C. W. ENFIELD
Chief Counsel

RECEIVED
1953

CWE:avh

C
O
P
Y

NORMAN B. KOBIN
Attorney at Law
Portland Trust Building
Portland 4, Oregon

Oregon State Highway Commission
Attention: Mr. Enfield
Legal Department
Salem, Oregon

Dear Sir:

This will confirm our telephone conversation of November 23, 1953, relative to my clients, Mr. and Mrs. John Roshak, of Rt. 1, Box 142, Tigard, Oregon.

As the result of the operations of your contractor, R. A. Heintz Construction Company, in the vicinity of the railroad viaduct on the Wilsonville Cutoff, which is a section of the new Salem Highway, excavation materials have been dumped upon a concrete well box located on railroad property, from which the Roshaks secure their water for household use. Dirt and debris have been deposited into the well, and the water is unuseable.

The situation has been called to the attention of Mr. Marshall, of your Department, who succeeded in having the contractor remove some of the debris and dirt. All of the dirt, however, has not been removed, and during this rainy season still continues to be deposited into the well, and Mr. and Mrs. Roshak have been and are now being deprived of the use of their water.

It is necessary that something be done immediately to correct this situation. We will appreciate your immediate attention to this matter.

Very truly yours,

(Sgd.) Norman B. Kobin

Norman B. Kobin

NBK:CG

C
O
P
Y

NORMAN B. KOBIN
Attorney at Law
Portland Trust Building
Portland 4, Oregon

Oregon State Highway Commission
Attention: Mr. Enfield
Legal Department
Salem, Oregon

Dear Sir:

This will confirm our telephone conversation of November 23, 1953, relative to my clients, Mr. and Mrs. John Roshak, of Rt. 1, Box 142, Tigard, Oregon.

As the result of the operations of your contractor, R. A. Heintz Construction Company, in the vicinity of the railroad viaduct on the Wilsonville Cutoff, which is a section of the new Salem Highway, excavation materials have been dumped upon a concrete well box located on railroad property, from which the Roshaks secure their water for household use. Dirt and debris have been deposited into the well, and the water is unuseable.

The situation has been called to the attention of Mr. Marshall, of your Department, who succeeded in having the contractor remove some of the debris and dirt. All of the dirt, however, has not been removed, and during this rainy season still continues to be deposited into the well, and Mr. and Mrs. Roshak have been and are now being deprived of the use of their water.

It is necessary that something be done immediately to correct this situation. We will appreciate your immediate attention to this matter.

Very truly yours,

(Sgd.) Norman B. Kobin

Norman B. Kobin

NBK:CG

FORM E-123 10M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 30, 1953

Mr. Norman B. Kobin
Attorney at Law
Portland Trust Building
Portland 4, Oregon

R 4601

Dear Mr. Kobin:

Thank you for your letter of November 25, 1953, confirming our telephone conversation of November 23, 1953, concerning the effect of the operations of our contractor, R. A. Heintz Construction Company, on a spring from which Mr. and Mrs. John Roshak secure their water for household use.

I have referred this matter to Mr. W. C. Williams, Deputy State Highway Engineer, and I am sure that Mr. Williams will have the matter investigated immediately and take whatever corrective action that is within the province of the Highway Department to undertake.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - W. C. Williams

RECEIVED
FOR FILING

BFI 3.5(.1)
4013

4625

No. 4625
By

ASSIGNMENT

Date: **October 29, 1953**

Description: **7 copies of billing (No. 93) from the Western Union Telegraph Company for temporary work in connection with replacing of line account Cook overcrossing, Cook, Oregon**

Acknowledged by _____ Referred to **Gardner** ✓

Investigate and report with recommendation
xx ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed Paid 11-2-53 mc Report received ________

Remarks: Bill being processed for payment
cag

File

FORM E-20 25M 9-51 82315

1271-3[illegible]

4013

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1953

RAILROAD COMPANIES
FILE No. 41d

SUBJECT: Pux 84 - Cook Overcrossing
West Portland-Hubbard Highway
Washington County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

NOTED
F. QUERY

Dear Mr. Glaisyer:

Herewith I hand you fully executed copy of construction agreement with Southern Pacific Company covering the Cook Overcrossing on the West Portland-Hubbard Highway in Washington County.

Copies of the instrument have been made and are being distributed with copy of this letter.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

cc: Mr. W. C. Williams
Mr. G. S. Paxson (2)
Mr. H. G. Smith (3)
Mr. E. A. Collier (2)
Mr. A. G. Skelton (2)

RECEIVED
SEP 11 1953
FOR FILING

BF1-302(10)

4013

September 10, 1953

Parker-Johnson Co.
2002 S. E. Clinton St.
Portland 2, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4007, for construction of the North Corvallis Overcrossing on the Pacific West Highway in Benton County, awarded August 7, 1953.

Contract No. 4013, for Cook Overcrossing widening on the West Portland-Hubbard Highway in Washington County, awarded August 7, 1953.

A copy of each of these contracts is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

FORM E-128 50M REVISED 3-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RFT [illegible] (10)

August 18, 1953

NOTED
W. C. WILLIAMS

4-13

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Your File L-11-42848
Our Pux 84 and 4748
Cook Overcrossing
West Portland-Hubbard Highway

Dear Mr. Hopkins:

Herewith there is transmitted original and first copy of construction agreement covering the Cook Overcrossing on the West Portland-Hubbard Highway in Washington County, both copies of which have been executed by the State Highway Commission.

It is understood that after execution by the Southern Pacific Company one fully executed copy will be returned to us for our records. It is requested that when the executed instrument is returned, we be furnished with eight additional copies of your Drawing P8687A.

Very truly yours,

C. W. ENFIELD

By

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 2

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson

RECEIVED
FOR FILING

4F1-
4013

August 14, 1953

Mr. C. P. Norton
Division Plant Superintendent
The Western Union Telegraph Company
125 - 12th Street
Oakland 7, California

Re: Cook Overcrossing

Dear Sir:

This letter is your authority to proceed with such revision of your telegraph lines as is necessary to protect them during the construction of the Cook Overcrossing in Washington County and to restore them to permanent position as the construction is completed. You are to bill the State for your costs in accordance with Bureau of Public Roads General Memorandum No. 299. The State will reimburse you for these costs.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

RECEIVED
1953
FOR FILING

~~Query~~

Salem, Oregon
August 12, 1953

Mr. C. W. Enfield
Chief Counsel
Office

Attention: Mr. J. W. DeSouza

Attached are the original and one copy of an agreement with the Southern Pacific Company concerning the widening of the overcrossing structure at Cook on the West Portland-Hubbard Highway. These copies have been executed by the Highway Commission and are now ready for the signatures of the Officials of the Railroad Company.

When fully executed please return one copy to this office for the Commission's files.

Yours very truly,

Secretary

rn
Enc.2

not yet in file 9-21-53

executed copy rec. from DeSouza 10-12-53

Paxson:
Please check. If ok pass on to Enfield for his review and approval
WCW

GEN A

A

GHWAY DEPARTMENT
T CORRESPONDENCE

tegon
1953

JECT:

Glaisyer

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

Enclosed herewith are the original and one copy of a form of agreement between the Highway Commission and the Southern Pacific Company concerning the widening of the overcrossing structure at Cook on the West Portland-Hubbard Highway.

The P. U. C. Order in this matter has now been received and is consistent with the terms of the enclosed agreement.

This agreement has been reviewed by this office and is approved with respect to legality and form and is forwarded to you for your approval and submission to the Highway Commission for execution.

Yours very truly,

C. W. Enfield
C. W. ENFIELD

CWE:PW
Enc.

cc H. B. Glaisyer

AUTHORIZED BY [illegible]
DATE April 12 1937 Minute Page 7278

RECEIVED
JUL 31 1953

[illegible]

A

GEN[illegible]A

A

FORM E-30 37,500 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1953

SUBJECT:

Glaisyer

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

Enclosed herewith are the original and one copy of a form of agreement between the Highway Commission and the Southern Pacific Company concerning the widening of the over-crossing structure at Cook on the West Portland-Hubbard Highway.

The P. U. C. Order in this matter has now been received and is consistent with the terms of the enclosed agreement.

This agreement has been reviewed by this office and is approved with respect to legality and form and is forwarded to you for your approval and submission to the Highway Commission for execution.

Yours very truly,

C. W. ENFIELD

CWE:PW
Enc.

cc H. B. Glaisyer

RECEIVED
JUL 31 1953

AUTHORIZED BY [illegible]
DATE April 12, 1937 Minute Page 7278

[illegible]
[illegible]

A

RECEIVED
[illegible] 1953
FOR FILING

Bl [illegible]

4-13

August 12, 1953

Mr. C. P. Morton
Division Plant Superintendent
The Western Union Telegraph Co.
125 - 12th Street
Oakland 7, California

Dear Sir:

Re: Cook Overcrossing
near Tualatin

As a follow-up of our letters of May 12 and July 23 concerning the above project, we wish to advise you that the Highway Commission has awarded a contract to Parker-Johnson Company of Portland for the construction of the project.

The contractor proposes to start work on or about August 18. Will you please proceed with re-arrangement of your lines to clear the contractor's construction operations. This is a federal-aid project, and billing for your work on the project should be in accordance with the Bureau of Public Roads Memorandum 299.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

CAG/ds

cc G. S. Paxson
C. A. Gardner

RECEIVED
AUG 11 1953
FOR FILING

BFI-38 [illegible]

4 [illegible]

August 10, 1953

Parker-Johnson Company
2002 SE Clinton
Portland 2,
Oregon

Gentlemen:

The State Highway Commission on August 7, 1953, awarded to you State Highway Contract No. [illegible] for the widening of the [illegible] Overcrossing on the West Portland-Hubbard Highway in Washington County. This award was based on your bid of $[illegible],337.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: W. C. Smith
S. H. Probert
G. S. Paxson
E. M. [illegible] - STAC

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

403 STATE HIGHWAY BLDG.
SALEM, OREGON

August 7, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4013 for Oregon Project EFI-303(10), Barbur Boulevard-Boones Ferry Road Section of the West Portland-Hubbard Highway (Cook Overcrossing Widening), to Parker-Johnson Company of Portland, Oregon, low bidder in the amount of $55,837.00 at the August 7, 1953 bid opening.

Very truly yours,

G. Polk
C. G. POLK
District Engineer

RECEIVED
AUG 3 1953
FOR FILING

FORM [illegible]

BFI-303(10)

4013

Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1953

NOTED
H. B. GLAISYER

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

Enclosed herewith are the original and one copy of a form of agreement between the Highway Commission and the Southern Pacific Company concerning the widening of the over-crossing structure at Cook on the West Portland-Hubbard Highway.

The P. U. C. Order in this matter has now been received and is consistent with the terms of the enclosed agreement.

This agreement has been reviewed by this office and is approved with respect to legality and form and is forwarded to you for your approval and submission to the Highway Commission for execution.

Yours very truly,

C. W. ENFIELD

CWE:PW
Enc.

cc H. B. Glaisyer ✓

CEIVED
JUL 28 1953
FOR FILING

PF1-30

4013

July 24, 1953

Mr. L. P. Hopkins
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Re: Cook Overcrossing

This is to thank you for your letter of July 21 calling our attention to your lease of a well and spring on your right of way at the site of the Cook Overcrossing, the lease being to Mr. John Roshak of Tigard, Oregon.

Our locators knew of the necessity of caring for this spring and provisions have been made in our road contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[redacted]
cc G. S. Paxson

No. 4364
By [illegible]

Date: July 23, 1953 ASSIGNMENT

Description: Letter from L. P. Hopkins, Supt., So. Pac. Co., Union Station, Portland 9, Ore., 7-21-53, re our widening of Cook overhead crossing on W. Portland-Hubbard Hwy. overlapping and filling concrete well of John Roshak, Rt. 1, Box 142, Tigard, with whom they have a lease

Acknowledged by _____ Referred to Mr. G. S. Paxson ✓

XXX Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 7-24-53 me Report received ________

Remarks:

S-2660

IN REPLY PLEASE REFER TO
L-20-65238

ng the Cook

Highway,

we find that we have a lease with a Mr. John Roshak, Route 1, Box 142, Tigard Oregon, covering a well and spring on our right of way lying easterly from your overhead.

It would be our suggestion that you contact this gentleman, as we believe your grading for the widening will overlap and fill this concrete well.

Yours truly,

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
JUL 24 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO
L-20-65238

July 21, 1953

Mr. R H Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In connection with State Highway widening the Cook overhead crossing on the West Portland - Hubbard Highway, we find that we have a lease with a Mr. John Roshak, Route 1, Box 142, Tigard Oregon, covering a well and spring on our right of way lying easterly from your overhead.

It would be our suggestion that you contact this gentleman, as we believe your grading for the widening will overlap and fill this concrete well.

Yours truly,

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
JUL 24 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

1953

RECEIVED
AUG 3 1953
~~FOR FILING~~

OREGON DISTRICT
BFI-303(10)
4-E

Cook Overcrossing

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 23, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BFI-303(10), Barbur Boulevard-Boones Ferry Road Section (Cook Overcrossing Structure) of the West Portland-Hubbard Highway, subject to such changes as may be required after a complete check of the plans.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk

C. G. Polk
District Engineer

RECEIVED
JUL 31 1953
OREGON
STATE HIGHWAY COMMISSION

BFI-3036

4612

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1953

SUBJECT: Pux 84 - Cook Overcrossing widening
West Portland-Hubbard Highway
Washington County

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. H. G. Smith (3)
Mr. E. A. Collier
Mr. A. G. Skelton
Mr. F. B. Crandall
Mr. H. B. Simpson

Gentlemen:

Herewith I hand you copy of Order No. 32385 authorizing the widening of the existing overcrossing structure over the tracks and right of way of the Tillamook Branch of Southern Pacific Company on the West Portland-Hubbard Highway near Cook Station in Washington County.

Very truly yours,

Robert L. May

ROBERT L. MAY, JR.
Assistant Attorney

RLM:mb
Enc:

BPI-31[illegible]

4013

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1953

SUBJECT: Pux 84 - Cook Overcrossing widening
West Portland-Hubbard Highway
Washington County

To:
Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. H. G. Smith (3)
Mr. E. A. Collier
Mr. A. G. Skelton
Mr. F. B. Crandall
Mr. H. B. Simpson

Gentlemen:

Herewith I hand you copy of Order No. 32385 authorizing the widening of the existing overcrossing structure over the tracks and right of way of the Tillamook Branch of Southern Pacific Company on the West Portland-Hubbard Highway near Cook Station in Washington County.

Very truly yours,

Robert L. May

ROBERT L. MAY, JR.
Assistant Attorney

RLM:mb
Enc.

Order #32385

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2393

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to widen the existing overcrossing structure over the tracks and right of way of the Tillamook Branch of Southern Pacific Company on the West Portland-Hubbard Highway near Cook Station in the Northeast quarter of the Northeast quarter (NE¼NE¼) of Section 13, Township 2 South, Range 1 West, W.M., in Washington County, Oregon.	ORDER

The above entitled matter was duly heard on July 7, 1953, at 10:30 A.M., in the Washington County Court House, at Hillsboro, Oregon, before C. E. Jaqua, Utility Engineer, and E. Nordyke, Examiner, representing the Commissioner. The following appearances are of record herein:

Robert L. May, Jr., Assistant Attorney, Salem, Oregon and
G. S. Paxson, Bridge Engineer, Salem, Oregon
In behalf of Oregon State Highway Commission

Joseph Larkin, Attorney, Portland, Oregon
In behalf of Southern Pacific Company.

Application of Oregon State Highway Commission for authority to widen the existing overcrossing structure over the tracks and right of way of the Tillamook Branch of Southern Pacific Company on the West Portland-Hubbard Highway near Cook Station, in Washington County, Oregon, was received by the Commissioner on May 14, 1953.

The Oregon State Highway Commission is engaged in the improvement of that portion of the West Portland-Hubbard Highway between its intersection with Pacific Highway West and the Tualatin River so as to provide a four-lane highway on each side of the overcrossing and, in connection therewith, it is necessary and desirable to widen the existing overcrossing structure, constructed under authority of P.U.C. Oregon Order No. 4177, issued March 31, 1937, so as to accommodate four lanes of traffic.

Evidence was adduced on behalf of Oregon State Highway Commission, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that;

The widening of the existing grade separation structure, which at present provides for two lanes of traffic, will be made necessary by the increased vehicular traffic which is estimated to be an average of 7,200 vehicles per day, based on 1952 tabulations, with anticipated normal average annual increases.

No change is contemplated in the approach grades or the angle of intersection of the crossing, and the increased width of the roadway will in no way increase the hazards of the crossing.

The applicant agrees to bear all costs incidental to the reconstruction of the structure, and to reimburse Southern Pacific Company for all expenses in connection with the revision of railroad signal lines and communication systems, removal and reinstallation of any right-of-way fences which may be disturbed by the construction, and furnishing of such watchmen or flagmen services as may be necessary to safeguard railroad operations during the construction period.

It is anticipated that the standard vertical clearances as set forth in P.S.C. Oregon Order No. 99 will be impaired to the extent of one foot by falsework necessary to the construction.

Answer of Southern Pacific Company, dated June 2, 1953, consents that an order be entered permitting the proposed widening in accordance with the allegations contained in the application.

From the foregoing it is concluded that the widening of the overcrossing structure as part of the improvement of the West Portland-Hubbard Highway is in the public interest, and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to widen the existing overcrossing structure over the tracks and right of way of the Tillamook Branch of the Southern Pacific Company on the West Portland-Hubbard Highway, near Cook Station, in the Northeast Quarter of the Northeast Quarter of Section 13, Township 2 South, Range 1 West, Willamette Meridian, in Washington County, Oregon, is granted; and it is further

ORDERED that the construction shall be done in a good and workmanlike manner, and in conformity as to general design with the plans entitled, "Cook Overcrossing Widening", attached to the application and by this reference made a part hereof; and it is further

ORDERED that all costs incidental to the reconstruction of the overcrossing structure be borne by Oregon State Highway Commission, and that Southern Pacific Company be reimbursed for all expenses incurred in making necessary revisions to railroad signal lines and communication systems, removal and reinstallation of right-of-way fences which may be disturbed by the construction of the project, and for furnishing such watchmen and flagmen services and other safeguards as may be necessary to protect railroad operations during the reconstruction period, which are reimbursable and not prohibited by the terms of General Administrative Memorandum No. 299, issued by the United States Public Roads Administration, and Amendments thereof and Supplements thereto; and it is further

ORDERED that all costs of maintenance of the structure upon its completion, together with its approaches and appurtenances be borne by Oregon State Highway Commission; and it is further

ORDERED that Southern Pacific Company shall continue to maintain its railroad roadbed, ties, rails, and other railroad facilities and appurtenances after construction of the project; and it is further

ORDERED that any impairment to standard vertical clearances as set forth in P.S.C. Oregon Order No. 99 which may be created by the erection and use of falsework during the construction period is hereby authorized; and it is further

ORDERED that the designation F-782.3-A presently assigned to the overcrossing structure shall continue in use as a means of identification in the Commissioner's Catalog of Crossings of the State of Oregon.

Made and entered this 15th day of July, 1953.

CHAS. H. HELTZEL

(OFFICIAL SEAL)

Public Utilities Commissioner

S-146(1) Reedy Cr.-Beamer Cr. Sec., 1953
Yachats River Co. Road
#4014

Form A-150—10M—12-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED

Contract 4014
S-146(1)

Lincoln County
Newport, Oregon

Attn: County Court

Invoice No. 39673

Date June 14, 1955

Your Req. No.

Billing Request No. cc-14

Credit distribution: 521-1033-297

Final billing county's share total costs Rocky Creek-Beaver Creek county FAS project covered by agreement dated August, 1953.

Original Advance Deposit	10,200.00	
Less: Amount previously transferred	9,000.00	
Balance Advance Deposit		1,200.00
County share of costs as per attached statement	11,452.59	
Less: Amount previously transferred	9,000.00	
Balance due		2,452.59
Additional Amount Due		$1,252.59

RECEIVED

NOTED
J. W. CATTRALL

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request $
By

NOTED
V.R. JONES

NOTED
Harold C. Ayers

June 9, 1955

Lincoln County Court
Court House
Newport, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

Final costs on the Reedy Creek-Beamer Creek Section of FAS 152 are now available and it has been determined that the County share of these costs is $11,452.59 as shown in the attached cost statement. As the County initially deposited $10,200 the balance of $1,252.59 is due the State as per the agreement of August, 1953. A billing form for the amount will be forwarded you by our accounting division within the next few days and payment should be made upon receipt of said form.

If you have any questions on this matter, please contact this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

John W. Cattrall
Engineer, County and City Relations

JFH:mm

OREGON STATE HIGHWAY DEPARTMENT 6/8/55
ITEMIZED STATEMENT OF FINAL COSTS CONTRACT NO. 4014
REEDY CREEK-BEAVER CREEK SECTION, FAS 152 LINCOLN COUNTY

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing & Grubbing	all	$5,000.00	100%	$ 5,000.00
2. Struc. excav., unclassified	c.y.	3.00	703.7	2,111.10
3. Trench " "	c.y.	3.00	49.66	148.98
4. General "	c.y.	0.35	34,002	11,900.70
5. Short overhaul	yd. sta.	0.02	25,242.9	504.86
6. Long "	C-yd. sta.	1.00	91.21	91.21
7. Finish R/D & slopes	mile	800.00	1.72	1,376.00
8. 6" perforated metal drain pipe, coated	l.f.	1.80	1,160	2,088.00
9. 12" concrete pipe	l.f.	3.00	231	693.00
10. 18" " "	l.f.	4.00	558	2,232.00
11. 24" " "	l.f.	6.00	222	1,332.00
12. 3/8"-0" backfill in drains	c.y.	8.00	208	1,664.00
13. Provisions for traffic and removal of old bridge	all	500.00	100%	500.00
14. Class "A" concrete	c.y.	80.00	95.83	7,666.40
15. Metal reinforcement	lb.	0.14	13,797.05	1,931.59
16. Pit run gravel in surface	c.y.	0.83	6,129	5,087.07
PA #1 Cement adjustment	bbl.	5.22	18.28	95.42
PA #2 Quarry run rock in place on wet areas	c.y.	1.04	3,568	3,710.72
PA #3 Purchase excess 6" perf. metal pipe, coated.........	l.f.	1.10	80	88.00
" " Purchase excess 24" standard strength pipe bands....	l.f.	2.70	21	56.70
" " Purchase excess 6" metal pipe	each	1.10	3	3.30
E.W.O. #1 Cut trees along wet fill to allow exposure to sun				49.71
E.W.O. #2 Construct haul roads into new gravel pits				314.34
E.W.O. #3 Extra clearing and grubbing in slide area				209.48
Subtotal..				$48,854.58
Credit for pipe purchased under PA #3.....Cr..				148.00
Construction Engineering..				4,798.60
TOTAL CONSTRUCTION COSTS..				$53,505.18
FEDERAL FUNDS COLLECTED FOR PROJECT..				$30,600.00

AGREED COUNTY SHARE OF TOTAL COSTS

50% of difference between total costs and Federal funds:
($53,505.18 - $30,600.00) X 1/2 = $11,452.59

County share of Total Cost...........	$11,452.59
Less Advance Deposit.................	10,200.00
BALANCE DUE STATE FROM COUNTY........	$ 1,252.59

RECEIVED
MAR 18 1955
FOR FILING

S-146 D
" 14

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 16, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4014	11-Post-Final	Glen Ousley	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5011	R-118057	$ 523.82	3/16/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1954

Time Extensions: to Oct. 7, 1954 without penalty

Completion Date: Oct. 7, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-17-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

NOTED ON CARD

RECEIVED
FEB 24 1955
FOR FILING

5-146(1)
4014

7/1-5

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 23, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4014	10-Final	Glen Ousley

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3258	R-116268	$ 1,449.92	2/23/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1954

Time Extensions: to Oct. 7, 1954

Completion Date: Oct. 7, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-23-55

To the Accounting Division:

Release of the above warrant is hereby authorized

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant ~~Mailed.~~ Delivered FEB 1955

NOTED ON CARD

RECEIVED
JAN 24 1955
FOR FILE

2-196 (1)
4011

January 21, 1955

REGISTERED MAIL

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

State Highway contract No. 4014 for work performed on the Beady Creek-Beamer Creek Section of the Yachats River Road in Lincoln County was completed by the contractor, Glen Ousley, on October 7, 1954, and was formally accepted by the Highway Commission on January 18, 1955.

Final payment in the amount of $1,449.92 will be released to the contractor on or after January 31, 1955. The total contract amount is $48,330.76, of which amount $49.71 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Maryland Casualty Company
Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

Note on card
DC

FAS [illegible] County Lincoln Contract No. ______

Section ______

Location ______

______

FAS

Sect

Loca

FAS_

Sect

Loc

Lincoln Co FAS 152

[illegible] Looking East

FAS [illegible] County Lincoln Contract No.

Section [illegible]

Location [illegible]

RECEIVED
DEC 17 1954
FOR FILING

S-146(1)

December 1[illegible], 1954

Mr. Glen Ousley
11[illegible] Ferry Lane
Eugene, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from July 31, 1954 to October 7, 1954 within which to complete your contract No. [illegible], covering the Reedy Creek-Beaver Creek Section of the Yachats River Road in Lincoln County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: W. [illegible]. Walker,
Division Engineer

B. [illegible]. Huntley,
Resident Engineer

S. C. Smith,
Construction Engineer

RECEIVED
DEC 15 1954
FOR FILING

S-114(1)

11

December 15, 1954

REGISTERED MAIL

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Mr. Glen Ousley on contract No. 4014, covering grading and surfacing on the Reedy Creek-Beamer Creek Section of the Yachats River Road in Lincoln County.

This payment, in the amount of $1,376.36 will be released to contractor on or after December 27, 1954. The retained percentage is $1,449.92.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

do

cc: Maryland Casualty Company
Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

NOTED ON CARD

9

RECEIVED
DEC 9 - 1954
FOR FILING

5-146(1)
4-14

Files

December 8, 1954

Mr. B. P. Huntley
Resident Engineer
Box 37
Newport, Oregon

Dear Sir:

This is to call your attention to the fact that the Statement of Materials and Employment, Form PR-47-A, required by the Bureau of Public Roads on Federal Aid Projects, has not been received for the Reedy Creek-Boomer Creek Section in Lincoln County, Contract No. 4014.

The contract will not be presented to the Highway Commission for acceptance until the report is received. Final payment cannot be made before the acceptance.

Semi-Final Estimate is being processed for payment, but delay in submitting the PR-47-A may hold up final payment.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

cc: J. D. Walker

Glen Ousley
110 Merry Lane
Eugene, Oregon

DBP:ch

RECEIVED
NOV 23 1954
FOR FILING

S-[illegible](1)

[illegible]

November 24, 1954

Oregon State Highway Commission

Request for extension of time
No. 15
December 7 and 8 Meeting

Gentlemen:

Herewith is a request from Glen Dudley for an extension of time on the Sandy Creek-Beaver Creek Section, Contract No. 4014, from July 31, 1954 to October 7, 1954.

Extremely wet weather delayed the contractors and, also, the original specified topping pits contained insufficient material, making it necessary to build additional haul roads and to do clearing and grubbing on three additional pits.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk, Bureau of Public Roads, concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
NOV 16 1954
FOR FILING

2-11-60

4-11

November 15, 1954

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

FAS 152
Lincoln County

Dear Mr. Polk:

Attached is a copy of a letter of acceptance from the Lincoln County Court in connection with the Reedy Creek-Beamer Creek Section, Oregon Project S-146(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JFH:mm
Att.

cc: J. W. Cattrall
J. D. Walker

FORM E-30 2M 9-51 53315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Attached is a suggested letter to Mr. Polk transmitting a copy of a letter of acceptance from the Lincoln County Court in connection with the Reedy Creek-Beamer Creek Section of FAS 152.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm
Att.

cc: J. D. Walker

RECEIVED
NOV 12 1954
STATE HIGHWAY ENGINEER

TOM F. SKELTON, Judge
C. T. GRANT, Commissioner
RAY COX, Commissioner
WALLIE HAMMOND, Treasurer
ROBERT E. COLLINS, Clerk
W. T. HOLLEN, Dist. Attorney

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

COUNTY OF LINCOLN
XXXXXX [illegible]
Newport,

November [illegible], [illegible]

Oregon State Highway Department
Salem, Oregon

Attention Mr. [illegible]:

Dear Sir:

Having received notice of the completion of Yachats River Road F. A. S. No. 152 from Mr. John [illegible], [illegible] of County and City [illegible], we feel that this time it is [illegible] to accept and by these presents to accept the said road as completed.

Yours truly,

Lincoln County Court

Judge

County Commissioner

County Commissioner

NOTED
Harold C. Ayers

November 1, 1954

Lincoln County Court
Court House
Newport, Oregon

NOTED
V. R. [illegible]

NOTED
J. F. HAGEMANN

NOTED
[illegible]

Gentlemen:

This is to advise you that work on the Reedy Creek-Beamer Creek Section of the Yachats River Road, FAS 152, was completed on October 7, 1954.

Under the terms of the maintenance agreement signed by the Court on August 4, 1953, and by the Highway Commission on August 7, 1953, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Adjustment in the cost of the project will be made after the final cost has been determined and the Federal funds collected from the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
NOV 3 1954
FOR FILING

S-146 (1)
4014

November 1, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Reedy Creek-Beamer Creek, Contract No. 4015, Oregon S-146 (1), from July 31, 1954 to October 7, 1954, Glen Ousley, contractor.

Extremely wet weather delayed the contractors to a considerable extent, and also, the original specified topping pits contained unsufficient material making it necessary to build additional haul roads and to do additional clearing and grubbing on three other pits.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

RECEIVED
OCT 26 1954
FOR FILING

S-116(1)
4014

October 26, 1954

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

It is the intention of the State Highway Commission to release to Glen Ousley a portion of the funds heretofore retained by the Commission on contract No. 4014, for surfacing and grading on the Ready Creek-Beamer Creek Section of the Yachats River Road in Lincoln County.

This payment, in the amount of $7,566.28, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,407.35. The present payment will be released on or after November 5, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

FILED ON CARD
10-26-54

RECEIVED
OCT 15 1954
FOR FILING

S-146 (1)

October 14, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 7, 1954 on Contract No. 4014, Ready Creek-Beamer Creek Section, in Lincoln County, in connection with Federal Aid Project No. S-146 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:la

cc: John Cattrall

Form E-1

5-142 (1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 10/9/54, 19

Section Reedy Creek-Beamer Creek

Kind of work Grading & Surfacing

Highway Yachats River Co. Road

Section prefix 521-1033

Contractor Glen Ousley

Contract number 4014

Date of contract August 14, 1953

Date of completion July 31, 1954, 19

Date work started September 8, 1953

Estimated date of completion October 7, 1954

Amount of contract Project auth., less engineering.

Per cent of time elapsed 119 %

Estimated cost of completed project, exclusive of engineering . . . $48,100

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date $4498, 125 %

Date project was completed October 7, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mr. Walker was over the project with me Tuesday of this week and accepted the project. I had the contractor clean out the ditch at the west end of the project which he had never finished and told him that he was released from the job.

The field crew worked two days on remeasure this week. We are working on the semi-final in the office.

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

RECEIVED
OCT 12 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed B P Huntley

Address Box 37, Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.7	1.7			
Miles partially completed	1.7	1.7			
Miles completed					
Total estimated quantities	32,000	9,660			
Estimated quantities moved or placed to date	32,000	9,660			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ....1...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	Overcast		
Thursday	Showers		
Friday	"		
Saturday	Rain		

STATE PRINTING

RECEIVED

Form PR 2 (Revised 1950)

FILING

2-146(1)

4 c 14

1134

State **Oregon**

Project No. **S-146(1)**

Federal Aid Secondary

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of February, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of May, 1953, a program, which was approved on the 5th day of June, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 23rd day of July, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty thousand, six hundred and 00/100 dollars ($30,600.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Lincoln County with the Highway Department.

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 in the NW 1/4, Section 31, T. 14 S., R. 11 W., W.M., and survey station 91+00 in the SE 1/4, Section 32, T. 14 S., R. 11 W., W.M., without exception,

, length 1.723 miles, in Lincoln County, being Oregon Federal Aid / Secondary project No. S-146(1), consisting of 1.723 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty thousand, six hundred and 00/100 dollars ($30,600.00), which does not exceed the authorized Federal pro rata share of forty-nine thousand, four hundred seventy-one and 40/100 dollars ($49,471.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing
Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,
By
Acting *Division Engineer,*
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879-4

Oregon State Highway Department

Federal Aid Secondary
Project No. S-146 (1)

REEDY CREEK-BEAMER CREEK SECTION
OF THE YACHATS RIVER ROAD IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 29, 1953

Type Code 2010
Roadway (Sta. 0+00 to Sta. 91+00)(Contract No. 4014)

All Required		Clearing and Grubbing		$ 5,000.00
550	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,650.00
80	cu. yds.	Trench Excavation, Unclassified	3.00	240.00
32,000	cu. yds.	General Excavation, Unclassified	0.35	11,200.00
20,200	yd. stas.	Short Overhaul	0.02	404.00
10	C-yd. stas.	Long Overhaul	1.00	10.00
1.72	miles	Finishing Roadbed and Slopes	800.00	1,376.00
1,240	lin. ft.	6-inch Perforated Metal Drain Pipe	1.80	2,232.00
240	lin. ft.	12-inch Concrete Pipe	3.00	720.00
530	lin. ft.	18-inch Concrete Pipe	4.00	2,120.00
260	lin. ft.	24-inch Concrete Pipe	6.00	1,560.00
120	cu. yds.	3/8" - 0 Backfill in Drains	8.00	960.00
All Required		Provisions for Traffic and Removal of Old Bridge		500.00
100	cu. yds.	Class "A" Concrete	80.00	8,000.00
14,300	lbs.	Metal Reinforcement	0.14	2,002.00
8,000	cu. yds.	Pit-run Gravel in Surfacing	0.83	6,640.00
160	M-gal.	Sprinkling	2.25	360.00
			Subtotal	$44,974.00
			10% Engr. & Cont.	4,497.40
			Total	$49,471.40

Length of Roadway	1.723 miles
Cost per Mile	$28,712.36

Federal Funds	$30,600.00
State Funds	9,435.70
County Funds	9,435.70
	$49,471.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

Funds for Maintenance: Chap. 529, laws 1939

Note: Cash has been deposited by Lincoln County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-146 (1)

REEDY CREEK-BEAMER CREEK SECTION
OF THE YACHATS RIVER ROAD IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 17, 1953

Type Code 2010
Roadway (Sta. 0+00 to Sta. 91+00)

All Required		Clearing and Grubbing		$ 6,000.00
550	cu. yds.	Structural Excavation, Unclassified	$ 4.00	2,200.00
80	cu. yds.	Trench Excavation, Unclassified	4.00	320.00
32,000	cu. yds.	General Excavation, Unclassified	0.40	12,800.00
20,200	yd. stas.	Short Overhaul	0.03	606.00
10	C-yd. stas.	Long Overhaul	0.50	5.00
1.72	miles	Finishing Roadbed and Slopes	750.00	1,290.00
1,240	lin. ft.	6-inch Perforated Metal Drain Pipe	2.25	2,790.00
240	lin. ft.	12-inch Concrete Pipe	2.25	540.00
530	lin. ft.	18-inch Concrete Pipe	3.75	1,987.50
260	lin. ft.	24-inch Concrete Pipe	4.50	1,170.00
120	cu. yds.	3/8" - 0 Backfill in Drains	5.00	600.00
All Required		Provisions for Traffic and Removal of Old Bridge		1,500.00
100	cu. yds.	Class "A" Concrete	65.00	6,500.00
14,300	lbs.	Metal Reinforcement	0.15	2,145.00
8,000	cu. yds.	Pit-run Gravel in Surfacing	1.50	12,000.00
160	M-gals.	Sprinkling	3.00	480.00
			Subtotal	$52,933.50
			10% Engr. & Cont.	5,293.35
			Total	$58,226.85

Length of Roadway 1.723 miles
Cost per Mile $33,793.07

Federal Funds- -	$34,200.00
State Funds- -	11,400.00
County Funds -	12,626.85
	$58,226.85

(1)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 23, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. & E. documents for Oregon Project S-146(1), Reedy Creek-Beamer Creek Section of the Yachats River Road.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Please furnish the usual copies of county maintenance and encroachment resolutions.

Very truly yours,

CGPolk
C. G. Polk
District Engineer

(1)

July 23, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. & E. documents for Oregon Project S-146(1), Reedy Creek-Beamer Creek Section of the Yachats River Road.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Please furnish the usual copies of county maintenance and encroachment resolutions.

Very truly yours,

C. G. Polk
District Engineer

S-146 (1)

RAY COX
Commissioner

TOM SKELTON
Judge

LEONARD GRANT
Commissioner

LINCOLN COUNTY COURT
TOLEDO, OREGON

July 21, 1953

Oregon State Highway Commission
Salem, Oregon

Attention Mr. John Cattrall

Dear Mr. Cattrall:

We agree to place not less than 2 inches of compacted one inch minus rock as a surface on the Yachats County Road upon completion of your part of the project, the rock to comply with the standards of the Oregon State Highway Commission.

Very truly yours,

LINCOLN COUNTY COURT
By

Tom F. Skelton
County Judge

L. T. Grant
County Commissioner

Ray Cox
County Commissioner

RECEIVED
JUL 22 1953

RECEIVED
1953

FORM E-123 50M REVISED 2-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 8, 1953

Lincoln County
Toledo, Oregon

File No. 20426
Reedy Creek-East Section
Yachats River County Road

NOTED
J. F. HAGEMANN

Gentlemen:

Attached are copies of a letter of September 23, 1953, from the Forest Service, amending its Special Use Permit dated August 31, 1953, to include the SE¼NW¼ Section 31, Township 14 South, Range 11 West. A copy of the permit was furnished you with a copy of our letter to the Forest Service dated August 31, 1953. However, we are enclosing another copy of the Permit for your convenience.

You may also have noted that the description appearing on the permit includes the NE¼SW¼ Section 32, of the above township. Since we did not apply for the NE¼SW¼, we brought the inclusion of this subdivision to the attention of the Forest Supervisor. He informed us that the reason it was included was because the maps submitted with the application indicated a continuation of the proposed road betterment through this forty.

Since our office map shows that the County is dealing with private individuals for the lands in the NE¼SW¼ Section 32, affected by the proposed county road, it would appear that the Forest Service does not have jurisdiction over this subdivision.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

EARL F. SALING
Right of Way Office Mgr.

STA:wo
✓ cc: J. W. Cattrall
cc: E. A. Pease
cc: J. D. Walker
cc: E. F. Chidsey

RECEIVED
53

COPY

UNITED STATES DEPARTMENT OF AGRICULTURE

FOREST SERVICE

SIUSLAW NATIONAL FOREST

Corvallis, Oregon

September 23, 1953

File 20426

U
USES, Siuslaw
Oregon State Highway Department
Road R/W
8/6/53

Oregon State Highway Department
Salem, Oregon

Gentlemen:

We have received Mr. Chidsey's letter of August 31, concerning the Reedy Creek-East section of the Yachats River Road in Lincoln County, Oregon, and our permit to you of the above date.

The permit should have included the S E of the NW of S. 31, T. 14 S., R. 11 W., and this particular piece of National Forest land was left out through error. We request that you correct your copy of the special use permit by permanent attachment of this letter thereto.

We regret this oversight and appreciate your calling our attention to it.

Very truly yours,

/s/ Rex W. Wakefield

REX W. WAKEFIELD
Forest Supervisor

cc: J. W. Cattrall
cc: E. F. Chidsey
cc: E. A. Pease
cc: J. D. Walker
cc: Lincoln County

RECEIVED

FOR FILING

FORM F 10 25M 9-51 52319

S-146(1)

4014

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16th, 1953

To:
Mr. J. D. Walker
Division Engineer
Building

SUBJECT:

Dear Sir:

The subcontract between Glen Ousley and F. W. Dempsey covering Item 14 on the Reedy Creek-Beamer Creek Contract #4014, Oregon S-146(1), is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

cc to: W. C. Williams
C. G. Polk - 2

September 14, 1953

NOTED
Harold C. Ayers

Lincoln County Court
Court House
Toledo, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are four copies of a bill from the Forest Service for stumpage off the right of way in connection with the Reedy Creek-Beamer Creek Section of the Yachats County Road.

The Highway Department acquired a use permit in its name as this method appeared to be the most practical; however, as it is the County's obligation to acquire all necessary right of way, payment of this Forest Service bill is assumed to be a County obligation.

Also enclosed is a self-addressed envelope for use in making payment. One copy of the bill should be included.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:AM
Encl.

RECEIVED
FOR FILING

S-146(1)

4014

September 11, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 8, 1953 on Contract No. 4014, Reedy Creek-Beamer Creek Section, in Lincoln County, in connection with Federal Aid Project No. S-146 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

RECEIVED
SEP 11 1953
FOR FILING

146(1)

4014

September 10, 1953

Mr. Glen Ousley
110 Merry Lane
Eugene, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4014, which was awarded to you on August 14, 1953 by the State Highway Commission, for grading and surfacing on the Yachats River Road in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

FORM E-129 50M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

J. W. CATTRALL

August 31, 1953

Mr. Rex W. Wakefield
Forest Supervisor
Siuslaw National Forest Service
Corvallis, Oregon

File No. 20426
Reedy Creek-East
Yachats River County Road

Attention: Mr. J. B. Weigant
Acting

J. F. [illegible]MANN

Dear Sir:

This is to acknowledge receipt of the duly executed Special Use Permit issued the 21st day of August, 1953 and counter-signed on the 31st day of August, 1953 by E. F. Chidsey, Assistant Right of Way Engineer of the State Highway Department in connection with the reconstruction and maintenance of a section of the Yachats River Road. This will also acknowledge receipt of your letter of August 25, 1953 which accompanied the said permit. Your cooperation in this matter has been appreciated.

We are this date forwarding a copy of the Special Use Permit as well as a copy of your letter above referred to to Lincoln County for its information, since the State acquired the permit on the County's behalf.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

EARL F. SALING
Right of Way Office Mgr.

bdr
cc: J. W. Cattrall
cc: E. F. Chidsey
cc: E. A. Pease
cc: J. D. Walker
cc: Lincoln County

RECEIVED
53

C O P Y

United States Department of Agriculture
Forest Service
Siuslaw National Forest

20426

Corvallis, Oregon
August 25, 1953

U
US S, Siuslaw
Oregon State Highway Department
Road R/W & Use
8/6/53

Oregon State Highway Department
Salem, Oregon

Gentlemen:

We have prepared and are enclosing a special use permit for a right-of-way across certain national forest lands in T. 14 S., R. 11 W., on the Yachats River Road as requested by Mr Enfield on August 6.

In the exercise of this permit, we wish to call your attention to the fact that four prior uses are granted which may effect the road width or may call for some additional adjustments on your part. The Central Lincoln PUD has a special use permit for a line along the Yachats River Road under date of 6/23/49. The Yachats water district has a pipe line which crosses this route near the west end. It was authorized by special use permit of 10/7/49. Carson and Hall of Yachats have a drift fence along the upper side of the existing road. This was authorized by a special use permit of 2/10/48 and Mr. /Carson/Leonard/ has a fence enclosing agricultural land on the lower side of the road authorized under special use permit of 11/30/50. In addition to the above, Lester Hall has an agricultural permit adjacent to the area in question. His land is not, however, fenced and we doubt that any improvements will encroach on the proposed road width.

As provided in printed clause #5 it will be expected that the state will reach agreement with the above permittees as to necessary changes, if any, in their prior use permits before start of a road reconstruction job.

Should there be merchantable timber on the right-of-way, arrangements for payment therefor should be made directly with District Ranger Hopkins at the Waldport Ranger Station.

Yours very truly,
REX W. WAKEFIELD, Forest Supervisor

(Signed) J. B. Weigant
By: J. B. WEIGANT, Acting

Enclosure

Case Designation:

U
USFS
Oregon State Highway Department
Road R/W
8/6/53

SPECIAL USE PERMIT

C O P Y

Siuslaw National Forest.

Permission is hereby granted to Oregon State Highway Department

of Salem, Oregon,

hereinafter called the permittee, to use, subject to the conditions set out below, the following-described lands or improvements:

Necessary width for the reconstruction of a section of the Yachats River Road across national forest land in the SW¼ of the NW¼ and the NE¼ of the SW¼ of S. 31 and the N½ of the SW¼ of S. 32, T. 14 S., R. 11 W., W.M., as shown on attached plats.

This permit covers approx. 10 acres and/or ______ ~~miles~~ for the purpose of:

Reconstructing and maintaining a section of the Yachats River Road.

The exercise of any of the privileges granted in this permit constitutes acceptance of all the conditions of this permit.

1. In consideration for this use, the permittee shall deposit with the Regional Fiscal Agent, Forest Service, No charge under Reg. U-11, a check, draft, or money order made payable to the Treasurer of the United States in the sum of ______ dollars ($______) for the period from ______, 19___, to ______, 19___, and thereafter annually on ______, ______ dollars ($______). The charges for this use may be readjusted from time to time to place this permit on a basis consistent with the charge to other permittees for like privileges.

Form FS-832
(Revised 12-1-49)

16—88077-8

2. Construction or occupancy and use under this permit shall be within 6 months, and construction, if any, shall be completed within 24 months, from the date of the permit. This use shall be actually exercised at least 360 days each year, unless otherwise authorized in writing.

3. Development plans; lay-out plans; construction, reconstruction, or alteration of improvements; or revision of lay-out or construction plans for this area must be approved in advance and in writing by the forest supervisor. Trees or shrubbery on the permitted area may be removed or destroyed only after the forest officer in charge has approved, and has marked or otherwise designated that which may be removed or destroyed. Merchantable timber cut must be paid for by the permittee. Trees, shrubs, and other plants may be planted in such manner and in such places about the premises as may be approved by the forest officer in charge.

4. The permittee shall maintain the improvements and premises to standards of repair, orderliness, neatness, sanitation, and safety acceptable to the forest officer in charge.

5. This permit is subject to all valid claims.

6. The permittee, in exercising the privileges granted by this permit, shall comply with the regulations of the Department of Agriculture and all Federal, State, county, and municipal laws, ordinances, or regulations which are applicable to the area or operations covered by this permit.

7. The permittee shall take all reasonable precautions to prevent and suppress forest fires. No material shall be disposed of by burning in open fires during the closed season established by law or regulation without a written permit from the forest officer in charge or his authorized agent.

8. The permittee shall exercise diligence in protecting from damage the land and property of the United States covered by and used in connection with this permit, and shall pay the United States for any damage resulting from negligence or from the violation of the terms of this permit or of any law or regulation applicable to the national forests by the permittee; or by any agents or employees of the permittee acting within the scope of their agency or employment.

9. The permittee shall fully repair all damage, other than ordinary wear and tear, to national forest roads and trails caused by the permittee in the exercise of the privilege granted by this permit.

10. No Member of or Delegate to Congress or Resident Commissioner shall be admitted to any share or part of this agreement or to any benefit that may arise herefrom unless it is made with a corporation for its general benefit.

~~11. Upon abandonment, termination, revocation, or cancellation of this permit, the permittee shall remove within a reasonable time all structures and improvements except those owned by the United States, and shall restore the site, unless otherwise agreed upon in writing or in this permit. If the permittee fails to remove all such structures or improvements within a reasonable period, they shall become the property of the United States, but that will not relieve the permittee of liability for the cost of their removal and restoration of the site.~~

12. This permit is not transferable. If the permittee through voluntary sale or transfer, or through enforcement of contract, foreclosure, tax sale, or other valid legal proceeding shall cease to be the owner of the physical improvements situated on the land described in this permit and is unable to furnish adequate proof of ability to redeem or otherwise reestablish title to said improvements, this permit shall be subject to cancellation. But if the person to whom title to said improvements shall have been transferred in either manner above provided is qualified as a permittee, and is willing that his future occupancy of the premises shall be subject to such new conditions and stipulations as existing or prospective circumstances may warrant, his continued occupancy of the premises may be authorized by permit to him if, in the opinion of the forest supervisor, issuance of a permit is desirable and in the public interest.

13. In case of change of address, the permittee shall immediately notify the forest supervisor.

14. The temporary use and occupancy of the premises and improvements herein described may not be sublet by the permittee to third parties without the prior written approval of the forest supervisor and the permittee shall continue to be responsible for compliance with all conditions of this permit by persons to whom such premises may be sublet.

15. This permit may be terminated upon breach of any of the conditions herein or at the discretion of the regional forester or the Chief, Forest Service.

16. In the event of any conflict between any of the preceding printed clauses or any provision thereof and any of the following clauses or any provision thereof, the preceding printed clauses will control.

17. This permit is subject to the conditions set forth above and to conditions 18 to 19 attached hereto and made a part of this permit.

Date 8/21/53

(Signed) K. Wolfe
(Signature of issuing officer)

Act. Reg. For.
(Title)

18. All operations under this permit will conform to applicable State and Federal forest fire laws and the permittee and his agents shall provide required fire equipment and take such other precautionary action as the District Ranger may specify.

19. Merchantable timber to be removed under this permit shall be paid for at appraised prices in advance of cutting by the permittee or his agents.

We have read the foregoing permit and agree to accept and abide by its terms and conditions.

OREGON STATE HIGHWAY DEPARTMENT

Aug. 31, 1953
(Date)

By (Signed) E. F. Chidsey

TITLE Assistant R/W Engineer

RECEIVED
FOR FILING

[illegible]
[illegible]

Maint – 14
Finance – 21

August 19, 1953

County Court of Lincoln County
Court House
Toledo, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Lincoln County a fully executed copy each of Maintenance Agreement and Finance Agreement between the State Highway Commission and Lincoln County covering the Reedy Creek-Beamer Creek Section of the Yachats River County Road, FAS 152, in Lincoln County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

P.S. One copy of each has been retained for the Commission's Files.

REFERRED TO
BY SECRETARY

to file

RECEIVED
AUG [illegible] 1953
FOR FILING

S-146(1)

4014

August 17, 1953

Central Lincoln Peoples Utility District
204 S. E. Coast Street
Newport, Oregon

Attention: Mr. J. R. Snyder
Chief Engineer

Gentlemen:

Complying with the request in your letter of August 14, 1953, we are mailing you today one set of construction plans on the Reedy Creek-Beamer Creek Section of the Yachats River Road, in Lincoln County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:tp

Central Lincoln Peoples Utility District

CHRIS C. BECK, PRESIDENT
MILLARD MARTIN, VICE PRESIDENT
JOHN GREENBO, SECRETARY
H. LAWRENCE HULL, TREASURER
ANDREW J. NATERLIN, DIRECTOR
L. J. BAUER, MANAGER

204 S. E. Coast Highway
Newport, Oregon

August 14, 1953

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We understand that a contract has been let for relocating and grading approximately 1.7 miles of the Yachats River County road.

According to Mr. Huntley, Resident Engineer in Newport, we understand that some of the District's poles will be involved in this construction work. We would be pleased to receive a set of plans of the proposed work so that we may determine just what must be done with our electric power line.

Yours very truly

R J Snyder
R. J. Snyder
Chief Engineer

RJS/ow

MEMBER
NORTHWEST PUBLIC POWER ASSOCIATION

RECEIVED
AUG 1[illegible] 1953
OREGON
STATE HIGHWAY COMMISSION

Form A-150 10M 12-52

INVOICE

Oregon State Highway Department

Salem, Oregon

RECEIVED
17 1953

Invoice No. [illegible]
Date August 14, 1953
Your Req. No.
Billing Request No. CC 61
Credit distribution: 521-1033-297

Lincoln County
Toledo, Oregon

NOTED
J. F. HAGEMANN

Attn: County Court

Reedy Creek-Beaver Creek County FAS project in Lincoln County covered by agreement dated August, 1953.
Partial transfer of County's share of total cost.
The total advance deposit is $10,200 of which $1,200 is to remain in the advance deposit fund.

	Advance Deposit	10,200.00
See Above		9,000.00
	To be retained	$ 1,200.00

RECEIVED
1953
ENGINEER

ACKNOWLEDGMENT OF [illegible] REQU

Cash Received with Request: $

By Stew

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

152

NOTED
J. W. CATTRALL

August 14, 1953

Lincoln County Court
Court House
Toledo, Oregon

NOTED
Harold C. A[illegible]rs

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of an advance deposit of $10,200 in connection with the Reedy Creek-Beamer Creek FAS project. A contract will be awarded immediately and a copy forwarded you as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

RECEIVED
FOR FILING

for [illegible]

AGENDA
SEP 24 53

4a

S-146(1)

4014

August 14, 1953

Mr. Glen Husley
110 Berry Lane
Eugene, Oregon

Dear Mr. Husley:

The State Highway Commission on August 7th accepted your proposal to perform grading and surfacing work on the Reedy Creek-Hosner Creek Section of the Yachats River County Road in Lincoln County for the sum of $44,774.00, and referred the contract to the State Highway Engineer for award to you as soon as approval of the Bureau of Public Roads and Lincoln County has been received and the sum of $10,200.00 has been deposited by the County. This [illegible] is to inform you that such conditions have now been satisfied; and No. 4014 has been assigned to this job.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. W. M. Fransen
Mr. H. G. Smith
Mr. C. A. Probert
Mrs. Goldie Lewis

S4C

Filed

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 14, 1953
2:30 p.m.

Mr. Glen O_sley
110 Merry Lane
Eugene, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Reedy Creek-Beamer Creek Section of Yachats River County Road in Lincoln County for which you submitted low bid on August 7. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC: CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

REFERRED TO
Pickard
by State Highway Engineer
Take action

RECEIVED
OFFICE OF
STATE HIGHWAY COMMISSION

RECEIVED
AUG 17 1953
OFFICE OF
STATE HIGHWAY ENGINEER

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

August 14, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry for Oregon Project S-146(1), Reedy Creek-Beamer Creek Section of the Yachats County Road in Lincoln County, have been acquired, we hereby concur as of this date in award of contract to Glen Ousley of Eugene, Oregon, low bidder in the amount of $44,974.00 at the August 7, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

REFERRED TO
Pickard
by State Highway Engineer
Take action

RECEIVED
AUG 1 ? 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 17 1953
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]EIVED

FOR FILING

S-146 (1)

[illegible]

August 14, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and surfacing construction on the Reedy Creek-Bommer Creek Section of the Yachats County Road in Lincoln County, Project S-146 (1), to Glen Ousley of Eugene, Oregon, on the basis of the bid of $44,974 submitted on August 7, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

FORM E-50 [illegible]

5-14[illegible]

4014

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

L

NOTED
W. C. WILLIAMS

We have received this date advance deposits from Lincoln and Umatilla Counties of $10,200 and $18,200 respectively. These deposits are in connection with the Deedy Creek-Beamer Creek Lincoln County FAS project and the Juniper Canyon-Umatilla County FAS project, and both projects are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann

John F. Hagemann
Assistant Engineer

JFH:MM

cc: Mr. S. H. Probert

RECEIVED
AUG 14 1953
[illegible]

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[illegible] 1953
FOR FILING

S-14-[illegible]

11-14

Salem, Oregon
August 12, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached are three executed copies and four certified copies of a maintenance agreement and two executed copies and one conformed copy of a finance agreement with Lincoln County covering the Reedy Creek-Beamer Creek Section of the Yachats River County Road, FAS 152, in Lincoln County. These copies require the signatures of the County Judge and County Clerk of Lincoln County.

When fully executed please return one copy of each agreement to this office for the Commission's files.

Yours very truly,

Secretary

rn
Attach: 10

FORM E-30 37,500 4-52 [illegible]

AGENDA
AUG 6 1953

A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Attached are three copies of a finance agreement and seven copies of a maintenance agreement covering the Reedy Creek-Beamer Creek Section of the Yachats River County Road, FAS 152, in Lincoln County.

Two copies of the finance agreement and six copies of the maintenance agreement have been signed by the Court but have not been attested by the Clerk. As the agreements were received in the mail this morning it is impossible to obtain the attest by the Clerk before the Commission meeting. The Judge did not sign the agreements because of the fact that he is on vacation.

If, after signature by the Highway Commission, you will return all copies of both agreements to this office we will get the attest and make distribution of the agreements.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

6 copies to be signed

RECEIVED
AUG 5 1953
OFFICE OF
STATE HIGHWAY ENGINEER

A

NOTED
Harold C. Ayers

J. W. CATTRALL
NOTED

August 10, 1953

Lincoln County Court
Court House
Toledo, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On August 7th the Highway Commission received a satisfactory bid from Glenn Ousley of Eugene for construction of the Reedy Creek-Beamer Creek Section of the Yachats County Road, FAS 152. As per the agreement between the State and County, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of a contract. The amount of this deposit is as follows:

Bid Items	$44,974.00
12-1/2% Engineering and Contingencies	5,621.75
Est. Total Cost	$50,595.75
Advance Deposit of 20%	$10,200.00

Please make this deposit by means of a warrant or check in the amount of $10,200 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit the contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

RECEIVED
AUG 1 1 1953
FOR FILING

S-146(1)

4014

August 10, 1953

Mr. Glen Ousley
110 Merry Lane
Eugene
Oregon

Dear Sir:

The State Highway Commission on August 7, 1953, accepted your bid in the amount of $11,974.00 for construction of grading and surfacing the Reedy Creek-Beamer Creek Section of the Yachats River Road in Lincoln County, submitted by you on that day. Yours was the low bid received for this project and the Commission has awarded the contract to you.

The Engineer was directed to award the contract as soon as approval of the Bureau of Public Roads and Lincoln County is received and the sum of $10,200.00 is deposited by the County.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: M. O. Smith
S. H. Probert
W. M. Franzwa - SIAC

July 28, 1953

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Lincoln County Court
Court House
Toledo, Oregon

Gentlemen:

Enclosed is a corrected sheet 2, summary sheet, for insertion in your set of plans for the Reedy Creek-Beamer Creek Section of the Yachats River Road, FAS 152, in Lincoln County.

You will note, in the typical section, that the roadway width is now 25 feet instead of 24 feet as shown in the original section. The additional 1-foot is in compliance with the standards as specified by the Bureau of Public Roads. The quantity of surfacing material will not be increased because of the extra width.

When you have returned the signed copies of the agreement, this office will insert the corrected sheet to the attached plans.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:MM
Encl.

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

July 23, 1953

NOTED
J. F. HAGEMANN

Lincoln County Court
Court House
Toledo, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, seven copies of a maintenance agreement, seven copies of an encroachment resolution, and a set of plans and specifications in connection with the Reedy Creek-Beamer Creek Federal Aid Secondary project on the Yachats River County Road, FAS Highway 152, which will be up for bid on August 7th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. In accordance with this agreement, the county will pay 100% of all costs in excess of $57,000. The present estimated total cost is $59,550; however, the estimated total costs based on the low bid will govern. You will be notified immediately after bids have been received on August 7th of the amount of the advance deposit required.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreement provides that the county agrees to maintain the completed project in a manner satisfactory to the B.P.R., and the encroachment resolution provides that the county will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than July 31, 1954.

Please sign and have the County Clerk attest all copies of the agreements and resolution, and return all copies of both agreements and six copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned. Please mail the signed copies so as to arrive in Salem prior to July 31st.

If you have any questions on this matter, contact me or Mr. Hagemann, Assistant County-City Relations Engineer, at Salem 4-2171, Extension 768.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

NOTED
J. W. CATTRALL

July 23, 1953

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Lincoln County Court
Court House
Toledo, Oregon

Gentlemen:

I wish to acknowledge receipt of your letter dated July 21, 1953, in which the county agrees to place the surfacing rock on the proposed FAS project on the Yachats County Road.

State specifications for this 1"-0 rock is as follows:

1. Percent passing 1/4" screen
   Maximum - 55%
   Minimum - 40%

2. That part of the material which passes the No. 40 sieve shall be subjected to the Standard Method of Calculating the Plasticity Index of Soils, current A.A.S.H.O. Designation T-91 and its plasticity index shall be determined.

   When tested as above provided, the material to be furnished under the specification shall conform with the following requirements:

Percentage of #40-0 Size in Material to be Furnished	Maximum Plasticity Index
0.1 to 3.0 inclusive	20
3.1 to 4.0 "	15
4.1 to 5.0 "	12
5.1 to 10.0 "	6
10.1 to 15.0 "	4
15.1 to 20.0 "	3
20.1 to 25.0 "	2
Over 25	0

3. When subjected to the Standard Method of Test for Abrasion of Course Aggregate by Use of the Los Angeles Machine, current A.A.S.H.O. Designation T-96, shall show a percentage of wear not exceeding 35.

If the county desires a test, please let me know when the crushed rock is available and I will arrange for a sample.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWC:MM

RAY COX
Commissioner

TOM SKELTON
Judge

LEONARD GRANT
Commissioner

LINCOLN COUNTY COURT

TOLEDO, OREGON

July 21, 1953

NOTED
Harold C. [illegible]

NOTED
I. F. HAGEMANN

Oregon State Highway Commission
Salem, Oregon

Attention Mr. John Cattrall

Dear Mr. Cattrall:

We agree to place not less than 2 inches of compacted one inch minus rock as a surface on the Yachats County Road upon completion of your part of the project, the rock to comply with the standards of the Oregon State Highway Commission.

Very truly yours,

LINCOLN COUNTY COURT
By

Tom F Skelton
County Judge

L. T. Grant
County Commissioner

Ray Cox
County Commissioner

RECEIVED
JUL 2

RECEIVED
1953

NOTED
Harold [illegible]

NOTED
J. W. CATTRALL

July 15, 1953

Lincoln County Court

Toledo, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of copies of agreements covering gravel purchase for use in connection with the Reedy Creek-Beamer Creek FAS project.

Enclosed are four copies of an option form, File No. 20699, covering additional right of way required for this project. Under separate cover we are forwarding two prints of a right of way map showing the location of the right of way involved. Please return one signed copy of the option or deed, whichever is obtained, to this office as soon as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

FORM E-30 25M 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1953

SUBJECT:
File No. 20699
Reedy Creek-Beamer Creek Section
Yachats River County Road

To:
John W. Cattrall
County & City Relations Engr.
Office

Dear Mr. Cattrall:

Herewith is an option form for property to be acquired by Lincoln County for right of way on the Reedy Creek-Beamer Creek Section of the Yachats River County Road.

Attached are two revised prints of 7B-21-5, with our date of July 10, 1953 stamped thereon, showing the additional right of way to be taken on the end of this project, which project is scheduled to be let in August 1953.

File No. 20699	Sadie L. Tripp	0.2 acre

Very truly yours,

Earl F. Saling
Right of Way Office Manager

AE:ia

Encls.

cc - John W. Cattrall (in dup.)

cc - H. G. Benson, with rev. print

RECEIVED
1953
ENGINEER

TOM F. SKELTON, JUDGE
L. T. GRANT, COMMISSIONER
RAY COX, COMMISSIONER
WALLIE HAMMOND, TREASURER
ROBERT E. COLLINS, CLERK
L. G. ENGLISH, DIST. ATTORNEY

IMOTHY P. WELP, SHERIFF
W. H. OSBURN, ASSESSOR
F. O. PARKER, CORONER
JOE LONGFELLOW, SCHOOL SUPT.
D. B. AMBLER, SURVEYOR
NANCY WETMORE, HEALTH NURSE

COUNTY OF LINCOLN

TOLEDO, OREGON

July 7, 1953

RECEIVED
JUL 9 - 1953
ENGINEER
COUNTY & CITY RELATIONS

Mr. John Cattrall
Oregon State Hwy. Commission
Salem, Oregon

Dear Mr. Cattrall:

I am enclosing the agreements secured from people on the Yachats Road for the purchase of rock or gravel. I am sure they will be satisfactory.

The Forest Service is sending their's within a few days.

Very truly yours,

Ray Cox

Ray Cox
Lincoln County Commissioner

RECEIVED
JUL 9 1953
OREGON
STATE HIGHWAY COMMISSION

3-Encl.

Yachats, Oregon.
July - 5th - 1953.

We agree to sell Lincoln County what rock or gravel they need or want for repairing or rebuilding the Yachats River road from gravel bars on our property on the Yachats River for ten cents (10¢) per yard.

Reasonable access roads are also granted in this agreement.

This agreement to be in effect till July - 5th - 1954.

Signed Lester Hall
Signed - - - Mrs Lester Hall

Yachats, Oregon.
July - 5th - 1953

We agree to sell Lincoln County what rock or gravel They need or want for repairing or rebuilding the Yachats River road from gravel bars on our property on the Yachats River for (10¢) ten cents per yard.

Reasonable access roads are also granted in this agreement.

This agreement to be in effect till July - 5th - 1954

Signed - - - Leonard Carson
Signed - - - Beryle Carson

Yachats. Oregon.
July-5th-1953.

We agree to sell Lincoln County what rock or gravel they need or want for repairing and rebuilding the Yachats River road from gravel bars on our property on the Yachats River for ten cents (10¢) per yard.

Reasonable access roads are also granted in this agreement.

This agreement to be in effect till July-5th-1954.

Signed---Rolland Dawson
Signed---Sophie Dawson

RAY COX
Commissioner

TOM SKELTON
Judge

LEONARD GRANT
Commissioner

LINCOLN COUNTY COURT

TOLEDO, OREGON

July 13, 1953

NOTED
Harold C. A

NOTED
J. F. HAGEMANN

Mr. John Cattrall
Oregon State Highway Comm.
Salem, Oregon

Dear Mr. Cattrall:

We are writing you concerning the size of rock for surfacing upon completion of the Yachats Federal Aid Project. This matter was discussed at some length in the County Court and the fact that the road will be used quite extensively for log and lumber hauling, the County Court is taking this method of requesting that the size of the surfacing material be changed from 3/4 inch minus to not less than one inch minus.

Your consideration of this matter will be appreciated.

We also wish to inform you of the County Court's acceptance of the East end of the Yachats Road project being at mile post 91-00.

Very truly yours,

LINCOLN COUNTY COURT
By
Tom F. Skelton
COUNTY JUDGE
L. T. Grant
COUNTY COMMISSIONER
Ray Cox
COUNTY COMMISSIONER

Notified by phone
7-21-53

1"-0" if gradation to State spec

RECEIVED
[illegible] 1953

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FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-146(1)

4214

July 7, 1953

NOTED

S-146(1)

5-25

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon S-146(1), Reedy Creek East

Dear Sir:

Our letter to you dated May 25, 1953 stated we would be willing to recommend for approval a 22' roadbed width on the above project with the understanding that the 22' would be the width of the finished wearing surface consisting of fine crushed rock or higher type.

Upon reviewing the plans yesterday, it was determined that the 22' width you show is a measurement of the width of bottom base course and not of the ultimate surface course which presumably will be placed by the county.

The 22' ultimate width we agreed to represents a compromise on our part from the 24' minimum width as recommended by the AASHO for secondary highways in the 100-400 traffic category and we do not feel that a decrease in such width can be satisfactorily justified. Accordingly, it is suggested that you revise the typical section to show 2" of fine crushed rock, 22' wide superimposed on the present typical section with this work to be done by others.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

Section changed as per this request.
RHB

7/10/53
Noted & Typ. Sec. changed.

Salem, Oregon
July 6, 1953

NOTED
Harold C. Ayers

Earl F. Saling
R/W Division

NOTED
J. W. CATTRALL

Attached is an executed option form for File No 20429, Albert Miller and Myrtle Miller in connection with the Reedy Creek-East Section of the Yachats River County Road in Lincoln County.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

NOTED
J. F. HAGEMANN

Salem, Oregon
July 3, 1953

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Mr. Earl F. Saling
R/W Division

Attached are the following executed option forms for the Reedy Creek-East Section of the Yachats River County Road in Lincoln County:

File No.	Name
20427	J. Lester Hall and Doris Hall
20428	Albert W. Larson and Mary E. Larson
20430	R. C. Harris and Mabel Harris

This does not clear the right of way for this project as there are more options to be obtained.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

NOTED
J. F. HAGEMANN

JDG:MM
Att.

RECEIVED
FOR FILING

W. C. WILLIAMS

May 25, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Confirming telephoned verbal agreement of this date, with Mr. Williams, this office is willing to recommend for approval a roadbed width of 22 feet for Project S-146(1), Reedy Creek East.

While not discussed in the telephone conversation, it is assumed and understood that the 22' width refers to the width of the finished wearing surface which shall be fine crushed rock or higher type.

Very truly yours,

C. G. POLK
District Engineer

4 no 152

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Salem, Oregon
May 14, 1953

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. F. HAGEMANN

The attached field data for the Reedy Creek-East section on the Yachats River County Road in Lincoln County has been examined and found to be consistent with the project as discussed with the county and approved by the Highway Commission. The field estimate is within the $57,000 available funds.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

cc: Mr. V. G. O'Neil

Yac 152

FORM E-30 25M 8-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
May 7, 1953

SUBJECT:
Reedy Creek-East Section
Yachats River County Road
Lincoln County
700 152

NOTED
J. F. HAGEMANN

To:
Mr. John W. Cattrall
County & City Relations Engr.
OFFICE

Dear Mr. Cattrall:

Herewith are option forms, in quadruplicate, for right of way to be acquired by Lincoln County for the Reedy Creek-East Section of the Yachats River County Road, which project is scheduled for letting in June 1953. Attached are duplicate statements of information.

We are also sending you two prints of 7B-21-5, on which we have stamped our date of May 4, 1953.

FILE NO.	NAME	PARCEL	AREA
20427✓	J. Lester Hall and Doris Hall	1 2	2.0 acres 1.0 acre
20428✓	Albert W. Larson and Mary E. Larson	-	0.05 acre
20429✓	Albert Miller and Myrtle Miller	-	0.07 acre
✓20430✓	R. C. Harris and Mable Harris	-	0.3 acre

Very truly yours,

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AE:ia

Encls. in quad.

cc - H. G. Benson, with copy of map
- R. L. Porter
- J. W. Cattrall (in dup.)

Left with Lincoln Co Court 5/14/53
Jan

January 30, 1953

NOTED
Harold C. Ayers

Lincoln County Court

Toledo, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the project in Lincoln County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Salem and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Lincoln County, this will be approximately $11,400 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

NOTED
J. W. CATTRALL

JFH:[illegible]
Att.

41 152

January 30, 1953

NOTED
Harold C. Ayers

Lincoln County Court

Toledo, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the project in Lincoln County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Salem and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Lincoln County, this will be approximately $11,400 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

NOTED
J. W. CATTRALL

JFH:[illegible]
Att.

No. 152

LINCOLN COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $57,000
1955 - $57,000

PROPOSED PROJECTS:

1954 - FAS 152 from Reedy Creek easterly as far as one year's allocation ($57,000) will permit which is estimated to be approximately 2 miles. Grade and place base material.

1955 - To be selected at a later date.

REMARKS: The county is not interested in constructing oiled roads at this time. The proposed project will be for grading and either river run or quarry run base rock only. If suitable fine material is available for a wearing surface, it will be included in the FAS project; if not, the county will place a crushed rock wearing surface after completion of the FAS project.

Approved 1-11-53

225-Lincoln Co.
152

Salem, Oregon
April 21, 1947

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

I am advised by Mr. Glaisyer that a delegation from Yachats in southern Lincoln County will appear before the Highway Commission at 2:00 P. M. on Thursday, April 24, to discuss the Yachats River road.

This road is a part of the Federal Aid Secondary System which was approved January 29, 1946 by the Commissioner of Public Roads. It is 6.5 miles in length, as approved.

The Traffic Survey records indicate a daily traffic of 160 vehicles. Our economic analysis of this road made in 1940 indicates non-fuel benefits 0.76, and fuel benefits 0.44, based on costs prevailing at that time.

I have not been over this road for a number of years, but would estimate the cost to improve, to FAS standards and at prevailing costs, to be approximately $200,000.

Very truly yours,

Oscar Cutler
Engineer, County and City Relations

OC:me

S-151(1) Juniper Canyon Sec., Juniper 1953
Canyon Co. Road
#4015

OREGON STATE HIGHWAY DEPARTMENT
(date)
Aug. 17, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4015	4-final	ROGERS CONSTRUCTION INC.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16641	R-101767	$ 2,752.45	8/13/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: **June 30, 1954**

Time Extensions: **None**

Completion Date: **May 19, 1954**

Date Accepted: **Sep. 23, 1954**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **9-29-54**

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

RECEIVED
AUG 5 - 1954
FOR FILING

3-151(1)

4015

August 4, 1954

The Fidelity & Casualty Company of N. Y.
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 4015 for surfacing on the Juniper Canyon Road Section of the Juniper Canyon Road in Umatilla County was completed by the contractor, Rogers Construction, Inc., on May 19, 1954 but has not as yet been formally accepted by the Highway Commission.

Final payment in the amount of $2,752.45 will be released to the contractor after acceptance by the Commission. The total contract amount is $79,639.45. and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUN 16 1954
FOR FILING

[illegible]

4015

June 15, 1954

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Construction, Inc. a portion of the funds heretofore retained by the Commission on contract No. 4015, for surfacing on the Juniper Canyon Road Section in Umatilla County.

This payment, in the amount of $29,897.15, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,377.95. The present payment will be released on or after June 25, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

S-15(1)

4015

June 3, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 19, 1954 on Contract No. 4015, Juniper Canyon Road Section, in Umatilla County, in connection with Federal Aid Project No. S-15 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:eh

cc: John Cattrall

Form E-1—10M

(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report #9

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 22, 1954

Section Juniper Canyon Road

Kind of work Oil Mat Surfacing

Highway Juniper Canyon Road

Section prefix [illegible]0-1056

Contractor [illegible] Construction Co.

Contract number 4015

Date of contract August 14, 1953

Date of completion June 30, 1954

Date work started October 5, 1953

Estimated date of completion May 19, 1954

Amount of contract $84,335.68

Per cent of time elapsed [illegible] %

Estimated cost of completed project, exclusive of engineering $80,[illegible].95

Per cent of contract completed, based on total contract price 100. %

Engineering cost to date $[illegible]50.96, 37.9 %

Date project was completed MAY 19, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Placed final seal Monday May 17, broomed and rolled Tuesday and broomed Wednesday, which completed the section.

NOTED
FORREST COOPER

Signed W. S. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	Binder OIL AND BITUMINOUS MACADAM	6-11 ~~PAVING~~
Miles in project		9.81		9.81	9.81
Miles partially completed					
Miles completed		9.81		9.81	9.81
Total estimated quantities		12,160		1061	5740
Estimated quantities moved or placed to date		12,160		1061	1557
Average daily quantities					704
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					10
Average force on project for week					35

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders .....1....., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks ......13, Oil Dist. 2, Loader 1............

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair-Warm		
Tuesday	Fair-Hot		
Wednesday	Pt. cloudy		
Thursday	Cloudy		
Friday	"		
Saturday	Fair		

State Printing

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of act of legislature by which authorized)
Chapter 529, Laws 1939.

(*b*) From other sources Cash deposited by Umatilla County with the Highway Department.

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 in the N 1/2, Section 21, T. 4 N., R. 32 E., W.M.,
and survey station 520+24.57 in the NW 1/4, Section 10, T. 5 N., R. 32 E., W.M.,
except stations 0+56 to 0+85,
, length 9.803 miles, in Umatilla County,
being Oregon Federal Aid / Secondary project No. S-151(1), consisting of 9.803 miles of
roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

FEB 18 1954

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fifty-five thousand and 00/100 dollars ($55,000.00), which does not exceed the authorized Federal pro rata share of eighty-eight thousand, seven hundred seventy-four and 40/100 dollars ($88,774.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By Acting *Division Engineer,*
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11370-4

FEB 19 1954

OREGON DISTRICT
JAN 5 1954

Oregon State Highway Department

Federal Aid Secondary
Project No. S-151 (1)

JUNIPER CANYON ROAD SECTION

OF THE JUNIPER CANYON ROAD IN UMATILLA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 29, 1953

Type Code S211
Roadway (Sta. 0+00 to Sta. 520+24.57)

7,500	cu. yds.	Hauling and Placing 1½" - 0 Rock in Base	$ 1.50	$11,250.00
5,900	cu. yds.	Furnishing and Placing 3/4" - 0 Material in Base and Shoulders	2.60	15,340.00
340	M-gal.	Sprinkling	3.00	1,020.00
1,140	cu. yds.	Furnishing and Placing 3/4" - 0 Material in Binder Course	3.50	3,990.00
5,340	cu. yds.	Furnishing and Placing Aggregates	3.60	19,224.00
180	tons	Furnishing and Placing MC-2 Asphalt	45.00	8,100.00
390	tons	Furnishing and Placing 150-200 Asphalt	42.00	16,380.00
120	tons	Furnishing and Placing RS-1 Asphalt	45.00	5,400.00
			Subtotal	$80,704.00
			10% Engr. & Cont.	8,070.40
			Total	$88,774.40

Length of Roadway	9.803 miles
Length of Structure	0.006 mile (Exemption)
Total Length	9.809 miles
Cost of Roadway per Mile	$90,558.40

Federal Funds- -	$55,000.00
State Funds- -	16,887.20
County Funds -	16,887.20
	$88,774.40

State Funds for Construction: Chap. 175, laws 1927; Chap. 31, laws 1920;
Chap. 529, laws 1939

Funds for Maintenance: Chap. 529, laws 1939

Note: Cash has been deposited by Umatilla County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-151 (1)

JUNIPER CANYON ROAD SECTION

OF THE JUNIPER CANYON ROAD IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 16, 1953

Type Code 5231
Roadway (Sta. 0+00 to Sta. 520+24.57)

7,500	cu. yds.	Hauling and Placing 1½" - 0 Rock in Base	$ 1.25	$ 9,375.00
5,900	cu. yds.	Furnishing and Placing 3/4" - 0 Material in Base and Shoulders	3.00	17,700.00
340	M-gals.	Sprinkling	3.00	1,020.00
1,140	cu. yds.	Furnishing and Placing 3/4" - 0 Material in Binder Course	4.00	4,560.00
5,340	cu. yds.	Furnishing and Placing Aggregates	4.00	21,360.00
180	tons	Furnishing and Placing MC-2 Asphalt	46.00	8,280.00
390	tons	Furnishing and Placing 150-200 Asphalt	43.00	16,770.00
120	tons	Furnishing and Placing RS-1 Asphalt	46.00	5,520.00
			Subtotal	$84,585.00
			10% Engr. & Cont.	8,458.50
			Total	$93,043.50

Length of Roadway	9.303 miles
Length of Structure	0.006 mile (Exception)
Total Length	9.309 miles
Cost of Roadway per Mile	$9,435.52

Federal Funds- -	$57,600.00
State Funds- -	17,721.75
County Funds -	17,721.75
	$93,043.50

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

July 23, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project S-151(1), Juniper Canyon Road in Umatilla County.

This is to authorize your advertising for bids.

Please furnish the usual copies of county maintenance and encroachment resolutions.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

July 23, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project S-151(1), Juniper Canyon Road in Umatilla County.

This is to authorize your advertising for bids.

Please furnish the usual copies of county maintenance and encroachment resolutions.

Very truly yours,

C. G. Polk
District Engineer

RECEIVED
NOV

FOR FILING

5886

November 6, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

In response to your letter of November 5, pertaining to a subcontract on Oregon Project S-151(1), Juniper Canyon Road, please be advised that the Rogers Construction Company has the prime contract and that the laboratory reports showing C. C. Meisel as contractor were in error.

We have requested our field offices to submit a subcontract between the Rogers Construction Company and the Russell Olson Company. It is our understanding that the amount of subcontracting will be considerably less than the 50 per cent limitation on subcontracts.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

No. 5886
By RPHB

ASSIGNMENT

Date: Nov. 6, 1953

Description: Letter Nov. 5, 1953 re: Oregon Project S-151(1),
Juniper Canyon

Acknowledged by _____ Referred to ____h. g. smith______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature
xx Please prepare an answer.

Assignment executed [illegible] Report received ________

Remarks:

---

408 STATE HIGHWAY BLDG.
SALEM, OREGON

953

per Canyon

Dear Sir:

On a recent inspection of the subject project it was noted that the Russell Olson Company was performing a portion of the work.

Recent laboratory reports show C. C. Meisel as contractor but the contract has been awarded to Rogers Construction, Inc.

No copies of subcontracts have been received as yet and we are becoming concerned about the possibility of the prime contractor's exceeding the 50% limitation on subcontracts.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 5, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-151(1), Juniper Canyon

Dear Sir:

On a recent inspection of the subject project it was noted that the Russell Olson Company was performing a portion of the work.

Recent laboratory reports show C. C. Meisel as contractor but the contract has been awarded to Rogers Construction, Inc.

No copies of subcontracts have been received as yet and we are becoming concerned about the possibility of the prime contractor's exceeding the 50% limitation on subcontracts.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
OCT 13 1953
FOR FILING

-15(1)

4015

October 9, 1953

C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 5, 1953 on Contract No. 4015, Juniper Canyon Road in Umatilla County in connection with Federal Aid Project No. S-15 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

F. W. Stiffler
Assistant State Highway Engineer

[illegible]:eg

RECEIVED
SEP 1953
FOR FILING

S-151[illegible]

4015

September 11, 1953

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3999, for rock production on the Powell Butte-Ochoco Reservoir Section of the Ochoco Highway in Crook County, awarded August 6, 1953.

Contract No. 4015, for oil mat surfacing on the Juniper Canyon Road Section of the Juniper Canyon Road in Umatilla County, awarded August 14, 1953.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

[illegible]

RECEIVED
OCT 22 1953
FOR FILING

S-151(1)

4015

AGENDA
SEP 24 1953

August 17, 1953

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on August 7, 1953, accepted your proposal for rock base and oiling the Juniper Canyon Section of the Juniper Canyon County Road in Umatilla County for the sum of $80,704.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as approval of the Bureau of Public Roads and Umatilla County has been received and the sum of $18,200.00 has been deposited by the County. This note is to inform you that such conditions have now been satisfied and No. 4015 has been assigned to this project.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms our telephone conversation of Friday, August 14, 1953.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

RBG:md

cc-Mr. W. M. Franswa
Mr. K. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis

Sec confirmed

S+C

RECEIVED
FOR FILING

File

OREGON DISTRICT

S-151(1)

4 [illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

August 14, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry for Oregon Project S-151(1), Juniper Canyon Section of the Juniper Canyon County Road in Umatilla County, have been acquired, we hereby concur as of this date in award of contract to Rogers Construction, Inc., of Portland, Oregon, low bidder in the amount of $80,704.00 at the August 7, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
AUG [illegible] 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]
FOR FILING

S-151
[illegible]

August 14, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for rock base construction and oiling on the Juniper Canyon Section of the Juniper Canyon County Road in Umatilla County, Project S-151 (1), to the Rogers Construction, Inc., of Portland, Oregon, on the basis of the bid of $80,704 submitted on August 7, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
FOR FILING

5-151(1)

4015

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 19[illegible]

SUBJECT:

To: Mr. [illegible] Williams
OFFICE

We have received this date advance deposits from Lincoln and Umatilla Counties of $10,200 and $18,200 respectively. These deposits are in connection with the Reedy Creek-Beamer Creek Lincoln County FAS project and the Juniper Canyon Umatilla County FAS project, and both projects are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: Mr. [illegible]

RECEIVED
AUG [illegible] 1953
FOR FILING

S-[illegible]

August 11, 1953

County Court of Umatilla County
Court House
Pendleton, Oregon

Gentlemen:

We are enclosing herewith for the records and files of the County of Umatilla one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Umatilla County covering the Juniper Canyon Road Section of the Juniper Canyon County Road. FAS 564 in Umatilla County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

EIVED
1953
FOR FILING

S-15(1)

[illegible]

Salem, Oregon
August 11, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are five certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Umatilla County covering the Juniper Canyon Road Section of the Juniper Canyon County Road, FAS 564, in Umatilla County.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Umatilla County.

Yours very truly,

Secretary

rn
Attach: 6

V, 6, 22
1-4-53

FORM E-20 37,500 4-52 56906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Attached are three copies of a finance agreement covering the Juniper Canyon Road Section of the Juniper Canyon County Road, FAS 564, in Umatilla County.

Two copies have been signed by the County Court and are now ready for presentation to the Highway Commission.

Also attached are seven copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return five fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE Jan 21, 1953 minute page 21
Secretary.

RECEIVED
FOR FILING
OREGON DISTRICT

S-151(1)

1015

S-151(1)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 7, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon S-151(1), Juniper Canyon
County Road in Umatilla County

Dear Sir:

Your July 1, 1953 request for approval of the use of 7500 cu. yds. of county stockpiled 1-1/2"-0 crushed base surfacing material on the above project has been granted by the Division Engineer subject to the condition that it conforms to approved specifications.

Very truly yours,

G Polk
G. G. POLK
District Engineer

RECEIVED
JUL 8 1953
OREGON
STATE HIGHWAY COMMISSION

SHP

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JUL 3 1953
FOR FILING

Const
Fed. aid
Prog. Notes

S-151 (1)

July 1, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the Juniper Canyon Project on Juniper Canyon County Road in Umatilla County, Project S-151 (1).

The county has on hand in the vicinity of the project sufficient 1½" - 0 crushed rock to build the bottom course of the rock base and has offered to furnish this rock for use on the project without charge. The rock is of good quality, having been produced from a quarry that is being made available to the contractor as a source of material for the top course base and for the oiling. The average haul to place of incorporation is about 4.5 miles. The quantity involved is about 7,500 cu. yds.

May we have your permission to make this rock available to the contractor, without cost, for use as above indicated.

We are planning to receive bids on the project early in August.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

SHP:gs

RECEIVED
53
FOR FILING

S-151(1)

4015

Umatilla

Salem, Oregon
June 8, 1953

Mr. E. G. Smith
Construction Engineer

At the request of Umatilla County the 1954 FAS project on the Despain Gulch County Road, FAS 562, will be cancelled and the project on FAS 564 will be revised to read as follows:

UMATILLA COUNTY - FAS 564 (Juniper Canyon Road)

Juniper Canyon Section from the Van Sycle Road to the Athena-Holdman Highway, 9.81 miles. Place additional crushed rock as required to bring the total depth of base to a 6" minimum and place a binder course and an 0-11 18' wide with 2' shoulders.

Programmed Amount - $99,000

The County is quite anxious to have this project completed this year and, if possible, this should be accomplished so that the rock which is being placed by the county will not be lost during the winter months.

W. C. Williams
Assistant State Highway Engineer

cc: S. H. Probert
J. W. Nash
J. W. Cattrall

FORM E-30 37,000 4-53 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

The 1954 FAS fund available to Umatilla County ($99,000) as originally programmed was to be used for the placing of an 0-11 on 6.8 miles of the Despain Gulch County Road and 10 miles of the Dutch Hall or Juniper Canyon County Road, with Umatilla County to do all preliminary work necessary to place the sections of road in a condition satisfactory for oiling.

It now develops that the county has insufficient rock available to bring the base of the Juniper Canyon Road up to the minimum of 6" as determined by our soils division. In a conference with the County Court on June 5, at which Mr. Bickmore, Assistant Division Engineer, was also present, the county decided to request cancellation of the Despain Gulch project and revision of the Juniper Canyon (Dutch Hall) project to include a crushed rock leveling course as required to bring the base to a minimum of 6" in depth as well as an oil mat. This is estimated to be approximately 2" of additional rock throughout and the total project is estimated to cost $99,000, the total amount of 1954 FAS funds available. Prior to the FAS project, the county will place all additional rock available to the county (approximately 10,000 yards). Considerable line and grade revision work has already been accomplished by the county and all county work will be completed by approximately July 1st.

If the revision in the program meets with your approval, suggested letters for your signature are attached advising all interested parties of the change.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

RECEIVED
JUN 8 1953
OFFICE OF
STATE HIGHWAY ENGINEER

JFH:MM
Att.

Form A-150 10M 3-54

FAS 555
Desch Co

RECEIVED
OCT 20 1954
ENGINEER
COUNTY [illegible] RELATIONS

INVOICE
Oregon State Highway Department
Salem, Oregon

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Deschutes County
Bend, Oregon

Attn: County Court

Invoice No. 36307

Date October 19, 1954

Your Req. No.

Billing Request No. CC 114

Credit distribution: see below

Final billing for county share of total costs of Forest Boundary-Lapine Junction and Little Deschutes River county FAS projects in Deschutes County.
Covered by agreements dated June and August, 1953, which provide county will pay 50% of difference between total costs and federal funds.

Original Advance Deposit	9,100.00	
Amount previously transferred	5,000.00	
Balance Advance Deposit		4,100.00
Cost of project as per attached statement	8,519.30	
Less: Amount previously transferred	5,000.00	
Balance due		3,519.30
To be refunded		$ 580.70

509-1029-297	491.07
509-1030-297	3,028.23

[illegible] with Request $

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 19, 1954

Deschutes County Court
Court House
Bend, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs on the Forest Boundary-Lapine Junction project (including the Little Deschutes River bridge) on FAS 555 are now available and it has been determined that the agreed County share of these costs is $8,519.30. As the County initially deposited $9,100 a refund of $580.70 will be made within the next week or ten days. This refund will be by means of a check from our Accounting Division which will be accompanied by an "Itemized Statement of Final Costs."

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS
FOREST BOUNDARY-LAPINE JUNCTION, Surface, Oil, and Bridge
FAS 555
DESCHUTES COUNTY

October 18, 1954

Payments to Contractor

Surface and Oil, Contract No. 3994

	Item	Quantity		@	Total
1.	Haul & place 1"-0" cinders in level course and shoulders	5,080	c.y.	$ 1.60	$ 8,128.00
2.	Sprinkling	601.0925	M gal.	3.00	1,803.28
3.	Haul & place aggregates	2,496	c.y.	2.50	6,240.00
4.	Furnish & place 150-200 asphalt	197.27	tons	42.00	8,285.34
5.	Furnish & place RS-1 emulsified asphalt	51.61	tons	45.00	2,322.45
				Subtotal.....	$26,779.07

Little Deschutes River Bridge Contract No. 4016

	Item	Quantity		@	Total
1.	Removal of old bridge	All		$350.00	$ 350.00
2.	Structural excavation	24.64	c.y.	4.00	98.56
3.	Excavation below elevation shown	--		--	--
4.	Furnish treated piling	1,200	l.f.	1.35	1,620.00
5.	Drive piles	24	each	100.00	2,400.00
6.	Treated lumber in place	1.52	MFBM	320.00	486.40
7.	Class "A" concrete	95.17	c.y.	75.00	7,137.75
8.	Metal reinforcement	24,046.07	lbs.	0.13	3,125.99
				Subtotal.....	$15,218.70

Total Payments to Contractor	$41,997.77
Construction engineering Contract No. 3994	1,801.07
Construction engineering Contract No. 4016	597.75
TOTAL CONSTRUCTION COSTS..................	$44,396.59
FEDERAL FUNDS COLLECTED FOR PROJECT.....	$27,358.00

Agreed County Share of Total Costs

50% of Difference between Total Costs and Federal Funds
($44,396.59-$27,358.00) ÷ 2 = $8,519.30

County Advance Deposit	$9,100.00
Less County's Share Total Cost	8,519.30
REFUND DUE DESCHUTES COUNTY...	$ 580.70

May 18, 1954

Deschutes County Court
Court House
Bend, Oregon

Gentlemen:

Please refer to my letter of July 29, 1953, in which you were notified that the Forest Boundary-Lapine Junction Section of the Burgess Road, FAS 555, was completed on July 21, 1953.

The Little Deschutes River bridge was completed on November 20, 1953, as a part of this project, and came under County jurisdiction for maintenance as of the completion date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JDG:MM

RECEIVED

S-142(1)

40[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 25, 1954

~~(CONTRACT NO.)~~	(EST. NO.)	(CONTRACTOR)
4016	3-final	C. E. BLAKLEY

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2884	R-87712	$ 1,558.36	2/19/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1953

Time Extensions: None

Completion Date: Nov. 20, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-26-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: aaw

3-1-54

RECEIVED
FEB 8 - 1954
FOR FILING

S-142(1)

4016

February 4, 1954

Contract No. 4016

Hartford Accident & Indemnity Co.
Pacific Department
Hartford Building
San Francisco 20, California

Gentlemen:

We have received a letter from J. H. Baxter and Company of Oregon in which they write as follows:

"This is to advise that David A. Richardson Company has reached a settlement with us for the amount due covering the delivery of piling to the Little Deschutes River Bridge in Deschutes County.

"The amount due us was from Mr. Richardson, who was a sub-contractor for C. E. Blakley under State Contract #4016."

This letter pertains to a claim filed in our office on November 24, 1953, against C. E. Blakley on State Highway Contract No. 4016.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 2/4

cc - Mr. T. B. Watters
107 South 7th Street
Klamath Falls, Oregon

Mr. C. E. Blakley
2209 Arthur Street
Klamath Falls, Oregon

NOTED ON CARD
2-4-54

RECEIVED
FEB 5 - 1954
FOR FILING

5-116(1)

4016

February 4, 1954

Contract No. 4016

J. H. Baxter & Co. of Oregon
P. O. Box 752
Eugene, Oregon

Attention: Mr. Roy F. Gillespie

Re: A-64

Gentlemen:

Thank you for your letter of February 1 stating that a settlement has been reached covering the delivery of piling to the Little Deschutes River Bridge by David A. Richardson Company on State Highway Contract No. 4016.

We will advise the surety and the contractor that your letter has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 2/3

NOTED ON CARD
2-4-54

J. H. BAXTER & CO. OF OREGON

POLES - PILING - LUMBER - WOOD PRESERVING - CREOSOTE OIL

ADDRESS REPLY TO THE COMPANY
REFERRING TO NO. A-64

EUGENE, OREGON
P. O. BOX 752

February 1, 1954

State Highway Commission
State of Oregon
Salem, Oregon

Attn: H. B. Glaisyer, Secretary

Gentlemen:

This is to advise that David A. Richardson Company has reached a settlement with us for the amount due covering the delivery of piling to the Little Deschutes River Bridge in Deschutes County.

The amount due us was from Mr. Richardson, who was a sub-contractor for C. E. Blakely under State Contract #4016.

Very truly yours,

J. H. BAXTER & CO. OF OREGON

By Roy F. Gillespie
Sales Manager

RFGillespie:cl

cc: OF
Ptld

REFERRED TO

RECEIVED
JAN 25 1954
FOR FILING

5-1421

4016

January 22, 1954

Mr. J. H. Baxter & Co.
P. O. Box 752
Eugene, Oregon

Gentlemen:

Our records show a claim filed by you against C. E. Blakley on contract No. 4016, for construction of Little Deschutes River Bridge on the Burgess Road in Deschutes County, for materials furnished in the amount of $566.06.

Kindly advise this office immediately as to whether or not this claim has been satisfied.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
DEC 21 1953
FOR FILING

5-142(1)
4016

files

December 17, 1953

David A. Richardson Company
P. O. Box 856
Klamath Falls, Oregon

Gentlemen:

There is being withheld as a retained percentage on Contract No. 4016, awarded to C. E. Blakley, the sum of $1,166.06. This amount is as of November 5 as no estimate has been computed since that time.

This information is in reply to your letter of December 14 concerning a claim filed against Mr. Blakley on Contract No. 4016 by J. H. Baxter Company.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:ehr

cc ~~Members of the Commission~~
~~R. H. Baldock~~
~~W. C. Williams~~

DAVID A. RICHARDSON COMPANY
GENERAL CONTRACTOR — TIMBER STRUCTURES

KLAMATH FALLS, OREGON
P. O BOX 856 - 1111 WALNUT ST.
TELEPHONE 2-0160 OR 5535

December 14, 1953

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Sir:

With reference to your letter of December 4, 1953 concerning Contract No. 4016 for construction of a bridge over the Little Deschutes River by C. E. Blakley, Contractor.

We wish to advise that the services we furnished the J. H. Baxter Company in the amount of $566.06 were not on Contract No. 4016 or any other State Highway job, but a job for the City of Bend.

As the J. H. Baxter Company has filed a claim for $566.06 on Contract No. 4016 could you inform this office how much moneys will be withheld by the State of Oregon from the semi final and final estimates on Contract No. 4016 due to the J. H. Baxter Co. filing claim against this contract.

Very truly yours,

Est of Nov. 2, $1166.06 retained

DAVID A. RICHARDSON COMPANY

David A. Richardson
David A. Richardson
pc

DAR:pc

REFERRED TO
BY SECRETARY

RECEIVED
APR 5 1954
FOR FILING

S-142(1)

4016

file ~~[illegible]~~ R

December 4, 1953

David A. Richardson Company
P. O. Box 856
Klamath Falls, Oregon

Gentlemen:

We have your letter of December 2nd in which you state that the claim filed by J. H. Baxter and Company in the amount of $566.06 against C. E. Blakley represents an amount owing your company for work performed for Baxter on another job.

J. H. Baxter and Company filed their claim against State Highway Contract No. 4016 for construction of a bridge over the Little Deschutes River on the Deschutes County Burgess Road. If the materials or services that you furnished to Baxter and Company were used in a state highway contract, then your company may have a claim against the particular contract in which the materials or services were furnished.

Would you please advise us if the amount owing your company for work performed for J. H. Baxter and Company on another job is some state highway job other than Contract No. 4016.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 12/3

DAVID A. RICHARDSON COMPANY
GENERAL CONTRACTOR — TIMBER STRUCTURES
KLAMATH FALLS, OREGON
P. O BOX 856 - 1111 WALNUT ST.
TELEPHONE 2-0160 OR 5535

December 2, 1953

To the State of Oregon
Acting by and through the
State Highway Commission
Salem, Oregon

4016

Gentlemen:

With reference to notice of claim dated November 20, 1953 filed by J. H. Baxter & Co. of Oregon, a corporation, for materials (piling) furnished on State Highway Contract No. 4016, a contract for the construction of Little Deschutes River bridge, 3.8 miles north of Lapine, Oregon.

Please be advised that the amount of $566.06 claimed represents the amount owing this company for work performed for J. H. Baxter & Co. on another job and J. H. Baxter & Co. has neglected to make payment to us.

Therefore, we deducted this from the invoice dated September 21, 1953 for materials furnished by the J. H. Baxter & Co. of Oregon on Contract No. 4016.

Very truly yours,

DAVID A. RICHARDSON COMPANY

David A Richardson by pc
David A. Richardson

DAR:pc

cc: C. E. Blakely
2209 Arthur Street
Klamath Falls, Oregon

Hartford Accident & Indemnity Co.
107 South 7th Street
Klamath Falls, Oregon

REFERRED TO
Query
BY SECRETARY

prepare usual letter
record on card

RECEIVED
DEC 1 - 1953
FOR FILING

5-142(1)

4016

Lewis

November 27, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

This is to acknowledge receipt of your letter of November 24 to which was attached three copies of a claim filed with your office by J. H. Baxter and Company against C. E. Blakely. The claim is for $566.06 against State Highway Contract No. 4016 and bears your file No. 3425.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
11-27-53

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Nov. 24, 1953

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed today a notice of claim by J. H. Baxter & Co. of Oregon in the sum of $566.06, against the bond taken from C. E. Blakely, Principal, and Hartford Accident & Indemnity Co., Surety for the work of constructing a bridge on the Little Deschutes River, Highway Contract No. 4016, our file No. 3425.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By
Clerk
Records Division

NF:M
Enc.

11-24-53 C

RECEIVED
DEC 1 - 1953
FOR FILING

S-142 (1)

4016

Lewis

November 27, 1953

Hartford Accident and Indemnity Co.
Pacific Department
Hartford Building
San Francisco 20, California

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by J. H. Baxter and Company against C. E. Blakely. The claim is for materials furnished the contractor in construction of the Little Deschutes River Bridge on the Burgess Road in Deschutes County, State Highway Contract No. 4016.

This information is furnished inasmuch as your company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc- Mr. T. B. Watters
107 South Seventh Street
Klamath Falls, Oregon

Mr. C. E. Blakley
2209 Arthur Street
Klamath Falls, Oregon

NOTED ON CARD

11-27-53 jf

November 20, 1953

To the State of Oregon
Acting by and through the
State Highway Commission.

NOTICE IS HEREBY GIVEN that the undersigned, J. H. Baxter & Co. of Oregon, a corporation, has a claim for materials (to-wit, piling) furnished to State Highway Contract No. 4016, being the construction of a bridge on the Little Deschutes River, 3.8 miles north of Lapine, Oregon on September 21, 1953 of the reasonable value and in the sum of $1,328.80 upon which there has been paid the sum of $762.74 leaving a balance due of $566.06 against the bond taken from C. E. Blakely who was the contractor on said job, as principal, and the Hartford Accident & Indemnity Co., as surety, for the work of constructing said bridge, which bridge was to be completed under contract by December 31, 1953. All of said piling so furnished was used in the construction of said bridge.

J. H. BAXTER & CO. OF OREGON,

By F. J. SCHAEFER

Vice President

Chapter 131, Oregon
Laws 1953.

cc: C. E. Blakely
2209 Arthur Street
Klamath Falls, Oregon

Hartford Accident & Indemnity Co.
107 South 7th Street
Klamath Falls, Oregon

David A. Richardson Company
1111 Walnut
Klamath Falls, Oregon

ENDORSED
File No. 3425
Filed November 24, 1953
EARL T. NEWBRY, Secretary of State

RECEIVED
SEP 17 1953
FOR FILING

S-142 (1)

4016

September 17, 1953

Mr. C. E. Blakley
2209 Arthur Street
Klamath Falls, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4016, which was awarded to you on August 20, 1953, for construction of the Little Deschutes River Bridge on the Burgess Road in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

[illegible] 9/17

NOTED
Harold C. Ayers

August 21, 1953

NOTED
J. W. CATTRALL

Deschutes County Court
Court House
Bend, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of an advance deposit of $3,500 in connection with the Little Deschutes River Bridge County FAS project.

Contract No. 4016 has been awarded to C. E. Blakely of Klamath Falls and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

NOTED
Harold C. Ayers

August 21, 1953

NOTED
J. W. CATTRALL

Deschutes County Court
Court House
Bend, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of an advance deposit of $3,500 in connection with the Little Deschutes River Bridge County FAS project.

Contract No. 4016 has been awarded to C. E. Blakely of Klamath Falls and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

Cuttrall

FORM E-123 37,000 REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 21, 1953

RECEIVED
1953

Mr. C. H. Maison

OFFICE

Dear Sir:

Attached we hand you, for deposit in the ADVANCE DEPOSITS ACCOUNT Warrants, Checks, Drafts, Cash, etc., as follows:

FROM	KIND	NO.	AMOUNT	FOR
Deschutes County	warrant	634	$3,500.00	Little Deschutes River Br.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

NOTED
J. F. HAGEMANN

Receipt of the above listed items is hereby acknowledged

SIGNED ______________________

RECEIVED
1953
FOR FILING

OREGON DISTRICT
S-142(1)

4016

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

August 20, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In view of your letter advising that all financial arrangements have been completed, we hereby concur, as of this date, in award of Contract No. 4016, Oregon Project S-142(1), Little Deschutes River Bridge, to C. E. Blakley of Klamath Falls, Oregon, low bidder in the amount of $15,547.50 at the August 6, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
53
FOR FILING

S-142(1)

4016

August 20, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Little Deschutes River Bridge
F.A.P. No. S-142(1)

On August 6, the Highway Commission accepted the low bid of C. E. Blakley of Klamath Falls in the amount of $15,547.50 for the above project, but award of the contract was held up pending certain financial arrangements between Deschutes County and the State. The financial arrangements have been completed to the satisfaction of the Highway Commission, and they propose to award the contract to Mr. Blakley on the basis of his low bid as of this date.

May we have your concurrence in the award of this contract. The contract number will be 4016.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

CAG/ds

cc G. S. Paxson

RECEIVED
FOR FILING

3-14233

4016

AGENDA
SEP 24 1953

August 20, 1953

Mr. G. E. Blakley
2209 Arthur
Klamath Falls, Oregon

Dear Mr. Blakley:

The State Highway Commission on August 6, 1953, accepted your proposal to construct a bridge over the Little Deschutes River on Burgess Road in Deschutes County for the sum of $15,547.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as approval of the Bureau of Public Roads and Deschutes County has been received and the sum of $3,500.00 has been deposited by the County. This note is to inform you that such conditions have now been satisfied and No. 4016 has been assigned to this project.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

for confirmation

Secretary

mi

cc - Mr. W. M. Fransen
Mr. H. G. Smith
Mr. S. H. Probert
Mr. G. S. Paxson
Mrs. Goldie Lewis

S+C

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 20, 1953
4:00 p.m.

Mr. C. E. Blakley
2209 Arthur
Klamath Falls, Oregon

The State Highway Commission today received satisfaction of conditions governing award to you of contract for Little Deschutes River Bridge on Burgess Road in Deschutes County for which you submitted low bid on August 6. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JFH:MM

cc: G. S. Paxson
S. H. Probert

Awarded Aug 20th
WCW

RECEIVED
1953

RECEIVED
FOR FILING

S-142(1)

4016

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

L

NOTED
W. C. WILLIAMS

We have received this date an advance deposit from Deschutes County of $3,500 in connection with the Little Deschutes River Bridge, Oregon Project S-142(1). This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JFH:MM

cc: G. S. Paxson
S. H. Probert

Awarded Aug 20th
W.C.W.

RECEIVED
1953

RECEIVED
AUG [illegible] 1953
FOR FILING

S-142(1)
4116

S-142(1)

August 11, 1953

County Court of Deschutes County
Court House
Bend, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Deschutes County a fully executed copy of a finance agreement between the State Highway Commission and Deschutes County covering the Little Deschutes River Bridge on the Burgess County Road, FAS 555, in Deschutes County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
AUG 13 1953
FOR FILING

S-14 [illegible]

file

FINANCE
AGREEMENT – 25

Salem, Oregon
August 11, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of a finance agreement with Deschutes County covering the Little Deschutes River Bridge on the Burgess County Road, FAS 555, in Deschutes County.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Deschutes County.

Yours very truly,

Secretary

[illegible]
Attach: 1

FORM E-99 37,500 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Attached are three copies of a finance agreement covering the Little Deschutes River Bridge on the Burgess County Road, FAS 555, in Deschutes County.

Two copies have been signed by the County Court and are ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE Jan 21, 1953 minute page 21
Secretary

NOTED
J. W. CATTRALL

August 10, 1953

NOTED
Harold C. Ayers

Deschutes County Court
Court House
Bend, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On August 6th the State Highway Commission received a satisfactory bid from C. E. Blakely of Klamath Falls for construction of the Little Deschutes River Bridge on the Burgess County Road. As per the agreement between the State and County, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of the contract. The amount of this deposit is as follows:

Bid Items	$15,547.50
12-1/2% Engineering and Contingencies	1,943.44
Est. Total Cost.....	$17,490.94
Advance Deposit of 20%.....	$ 3,500.00

Please make this deposit by means of a warrant or check in the amount of $3,500 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit the contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

RECEIVED
AUG 11 1953
FOR FILING

3-142(1)

4016

3 142(1)

August 10, 1953

Mr. C. E. Blakley
2209 Arthur
Klamath Falls, Oregon

Dear Mr. Blakley:

The State Highway Commission on August 6, 1953, accepted your bid in the amount of $15,547.50 for Bridge Construction of the Little Deschutes River Bridge Section of the Burgess Road Highway in Deschutes County, submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract as soon as approval of the Bureau of Public Roads and Deschutes County is received, and the sum of $3,500 is deposited by the County.

I enclose for your immedaite information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enc.

cc: H. G. Smith
S. H. Probert
G. S. Paxson
SIAC W. M. Franzwa

NOTED
Harold C. Ayers

July 23, 1953

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

For [illegible] + Eng Res
See [illegible] Job Section

Deschutes County Court
Court House
Bend, Oregon

Gentlemen:

Enclosed are two copies of a finance agreement in connection with the Little Deschutes River ~~Bridge~~ Federal Aid Secondary project on the Burgess County Road, FAS Highway 555, which will be up for bid on August 6th.

This agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. You will be notified immediately after bids have been received on August 6th of the amount of the advance deposit required. The present estimated total cost is $18,200.

Also enclosed is a set of plans and specifications for your information and records. The specifications provide that the project shall be completed not later than December 31, 1953.

Please sign, have the county clerk attest, and return both copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of ~~[illegible]~~ agreement will be returned. The signed copies should be sent so as to arrive in this office prior to July 31st.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

RECEIVED
1953
FOR FILING
OREGON DISTRICT

S-142(1)

4/22

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

July 22, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-142(1), Forest Boundary-Lapine Junction Section(Little Deschutes River Bridge), of the Burgess Road, have today been approved, subject to such changes as may be required upon completion of review of plans.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer

RECEIVED
JUL 30 1953
OREGON
STATE HIGHWAY COMMISSION

Harold C. Ayers

NOTED
J. W. CATTRALL

Salem, Oregon
April 10, 1953

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
J. F. HAGEMANN

The attached field data for the proposed FAS project in Deschutes County has been examined and appears to be generally consistent with the project as discussed with the county and as approved by the Highway Commission.

At the county's request the existing bridge is to be replaced at its present location rather than at a revised location over a channel change as originally planned.

It is assumed that the Division office has clearly explained to the county officials that they will not be compensated for the cinders to be used in the levelling course and oil mat. If they expect to be compensated the county owned stockpiled material would have to be designated as a possible source and a unit price set by the county.

Since the oiling project is dependent upon prior grading and base rock work by the county, perhaps it would be wise to let the bridge separately at an earlier date.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

cc: V. G. O'Neil
G. S. Paxson

January 30, 1953

Deschutes County Court

Bend, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the project in Deschutes County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Bend and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Deschutes County, this will be approximately $10,000 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFR:MM
Att.

NOTED
J. W. CATTRALL

DESCHUTES COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $50,000
1955 - $49,000

PROPOSED PROJECTS:

1954 - FAS 555 from the The Dalles-California State Highway westerly to the Deschutes National Forest Boundary, a distance of approximately 4 miles. Place binder course, 20' wide 0-11, and construct bridge. Estimated costs of the oil mat and structure are $30,000 and $20,000 respectively.

1955 - To be selected at a later date.

REMARKS: The county with its own forces and at county expense plans to widen the grade (includes short line change and channel change of the Little Deschutes River) and place base rock prior to FAS oiling project. The bridge will span the proposed channel change and can be constructed on dry ground.

RECEIVED
JAN 25 1954
FOR FILING

(1)

January 22, 1953

Hartford Accident & Indemnity Co.
Pacific Department
Hartford Bldg.
San Francisco 20, Calif.

Gentlemen:

State Highway Contract No. 4016 for construction of Little Deschutes River Bridge on the Burgess Road in Deschutes County was completed by the contractor, C. E. Blakley, on November 20 and was formally accepted by the Highway Commission on December 10, 1953.

Final payment in the amount of $1,558.36 will be released to the contractor on or after February 1, 1954, providing outstanding claim has been settled and this office advised. The total contract amount is $15,218.70, and no force account work was performed on the project.

There is a claim filed against this contract by J.H. Baxter & Co. for materials in the amount of $566.06, of which you have been previously notified.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hartford Accident & Indemnity Co.
T. B. Watters, Agent
107 South 7th St.
Klamath Falls, Oregon

NOTED ON CARD

1-20

3-3419 Timberline Jct., Trailer 1953
House Shelter & one at
4017 Warm Springs Jct.

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 7, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4017	5-final	FERGUSON-CASSADY CO.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13106	R-97991	$ 2,510.68	7/6/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: **12-31-53 for construction**
6-30-54 for painting

Time Extensions: **none**

Completion Date: **June 2, 1954**

Date Accepted: **June 23, 1954**

Penalties: **none**

Claims: **none**

Remarks:

Date: **7-7-54**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD
7-8-54

Warrant Mailed: JUL 8 1954

RECEIVED
JUN [illegible] 1954
FOR FILING

June 18, 1954

Maryland Casualty Company
Baltimore 3,
Maryland

Gentlemen:

State highway contract No. 4017 for work performed on the Timberline & Warm Springs Junctions Section of the Mt. Hood & Wapinitia Highways in Clackamas and Wasco Counties was completed by the contractor, Ferguson-Cassady Co., on June 2, 1954, but has not as yet been accepted by the Commission.

Final payment in the amount of $2,510.68 will be released to the contractor after acceptance by the Commission. The total contract amount is $21,116.50, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Maryland Casualty Co.
P. E. Fowler
Equitable Bldg.
Portland, Oregon

NOTED ON CARD

6-18-54

RECEIVED
OCT 28 1953
FOR FILING

[illegible]

4017

October 28, 1953

Ferguson-Cassady Co.
3324 N. E. Broadway
Portland 13, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4017, which was awarded to you on September 24, 1953 by the State Highway Commission, for construction of Trailer House Shelters at Timberline and Warm Springs Junctions on the Mt. Hood and Wapinitia Highways in Clackamas and Wasco Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 29 1953
FOR FILING

September 28, 1953

Ferguson-Cassady
3324 NE Broadway
Portland 13, Oregon

Gentlemen:

The State Highway Commission on September 24, 1953, awarded to you State Highway Contract No. 4617 for construction of Trailer House shelter at Timberline Junction and also a Trailer House shelter at Warm Springs Junction in Clackamas and Wasco Counties. This award was based on your bid of $20,593.00, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.
cc: H. G. Smith
S. H. Probert
W. M. Franzwa- SIAC

RECEIVED
FOR FILING
FORM E-30X 25M 11-50 44702

3-7417

4117

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1953

SUBJECT: Warm Springs Jct. Maint. Headquarters
Timberline Junction Maint. Headquarters

To: Mr. G. S. Paxson
Bridge Engineer
State Highway Department
Office

Dear Sir:

We have a project approved for this year involving the construction of a 4-unit trailer shelter at Warm Springs Junction Maintenance Headquarters, a 4-bay employee garage at Warm Springs Junction Maintenance Headquarters, approximately 800 lin. ft. of concrete curbs and 800 square feet of sidewalk at Warm Springs Junction; an 8-bay trailer shelter at Timberline Junction Maintenance Headquarters, including a center 12' bay to provide a laundry room and rest rooms, approximately 1,000 lin. ft. of concrete curbs and 1,000 square feet of sidewalk at Timberline Junction Headquarters.

The trailer shelter would be that shown on your Drawing No. 10609 and 10610, supplemented by a septic tank and connecting units similar to that shown on a print, which is attached.

The employee garage should be 22x40 similar to your Drawing No. 9562 except the pitch of the roof which should be 10-12 as shown for the trailer shelter, or 12-12 as shown for the new maintenance building at Warm Springs, Drawing No. 9692.

The buildings, the curbs and sidewalks will be located substantially as shown on the two maps attached. The ground at Warm Springs is level, and we do not contemplate any grading or change on account of grading. At Timberline Junction the site of the trailer shelter has been graded; however, Mr. Rohrbough states that there was some inaccuracies in the original contour map, and he plans to send us a map showing the elevations of the area which has now been cleared and graded.

There has been a conflict of interest involved in the location of the curbs. The Landscape Engineer spotted the curbs to give us a small area of green around each building. The men at the site complained that the proposed location of curbs would require them to remove more snow by hand and, if neglected, might cause some damage to the residences and, accordingly, we have relocated the curbs closer to the residenses. We are asking Mr. Astrup to check this relocation of the curbs and see if he has any objections or suggestions as to other ways of solving this problem. He may wish, in any event, to detail the curvature of the curbs showing the radii, et cetera.

Our estimate of cost is as follows:

4-bay trailer shelter at Warm Springs, 34x88 at $2.20 + 12½%	$7,400
4 car employee garage, 22x40, including 12½%	3,500
Trailer shelter at Timberline Junction, 34x176 at $2.20 + 12½%	14,800
Laundry room, 34x12 @ $10.00 + 12½%	4,500
Concrete curbs, 1,800 Lin. Ft. at $1.70 + 12½%	3,450
Sidewalk, 1800 Sq. Ft. @ 0.40	800

The contractor should wire the trailer shelters with service outlets and two flood lights for the front of the building. The one at Warm Springs may be connected up to the septic tank which is right near it. A new septic tank will be required at Timberline Junction in the rear, and this should be connected to the laundry room and service connections for each bay. The water pipe line should be extended to provide service connections and to serve the laundry room.

State Forces will do all other work such as clearing, grubbing, grading, surfacing, oiling or paving, and landscaping.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

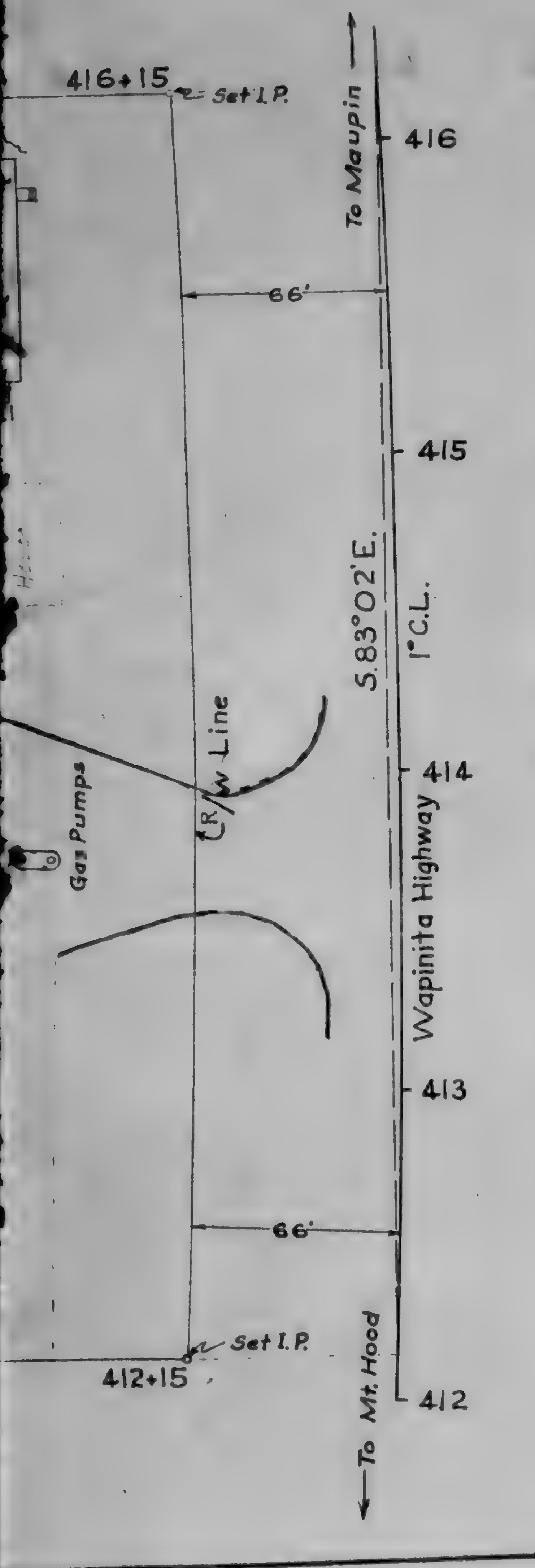
Encls.

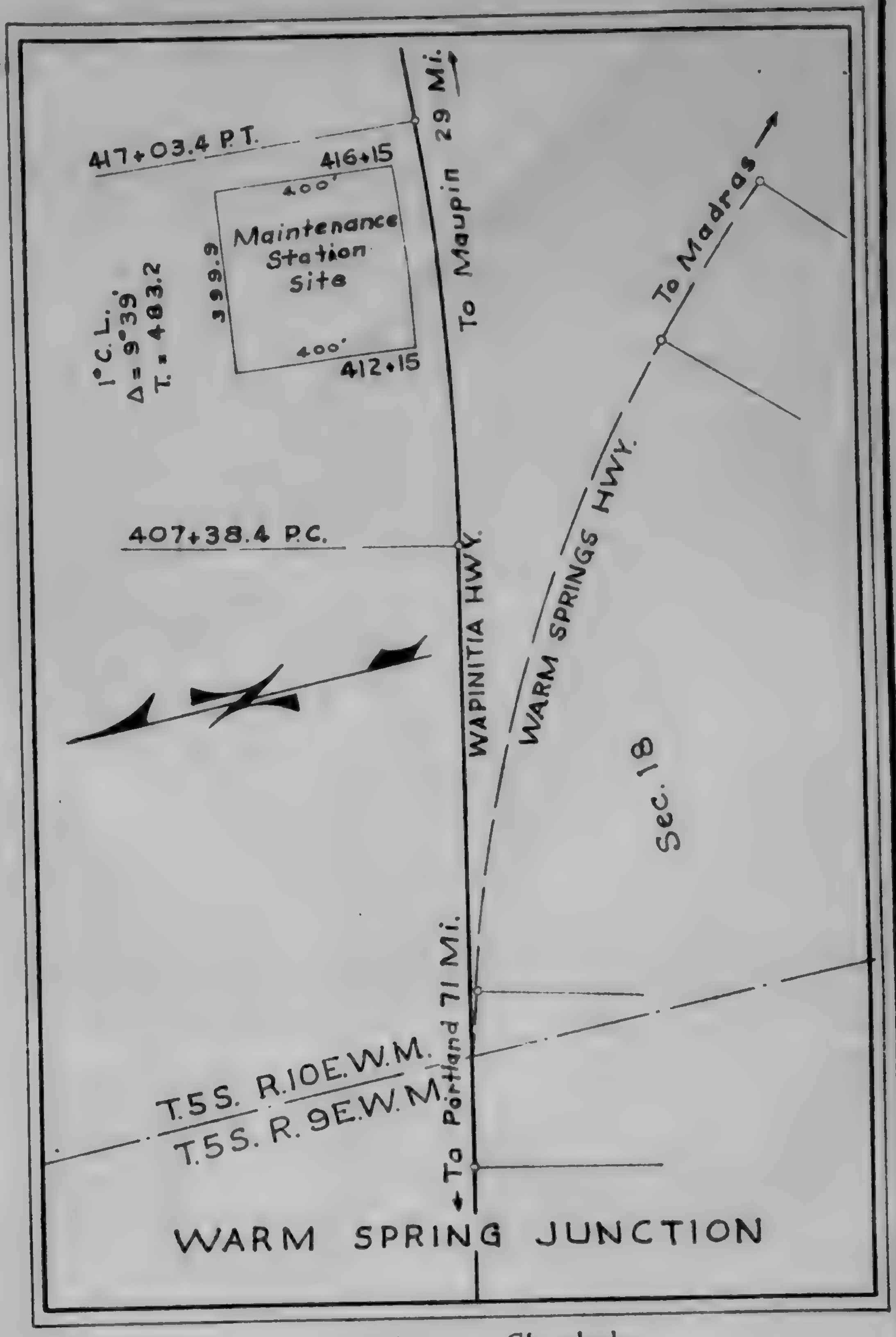
IAD:sh

cc: A. G. Skelton
Mark H. Astrup
W. V. Stiffler

NOTED
W. W. STIFFLER

IR-1-435

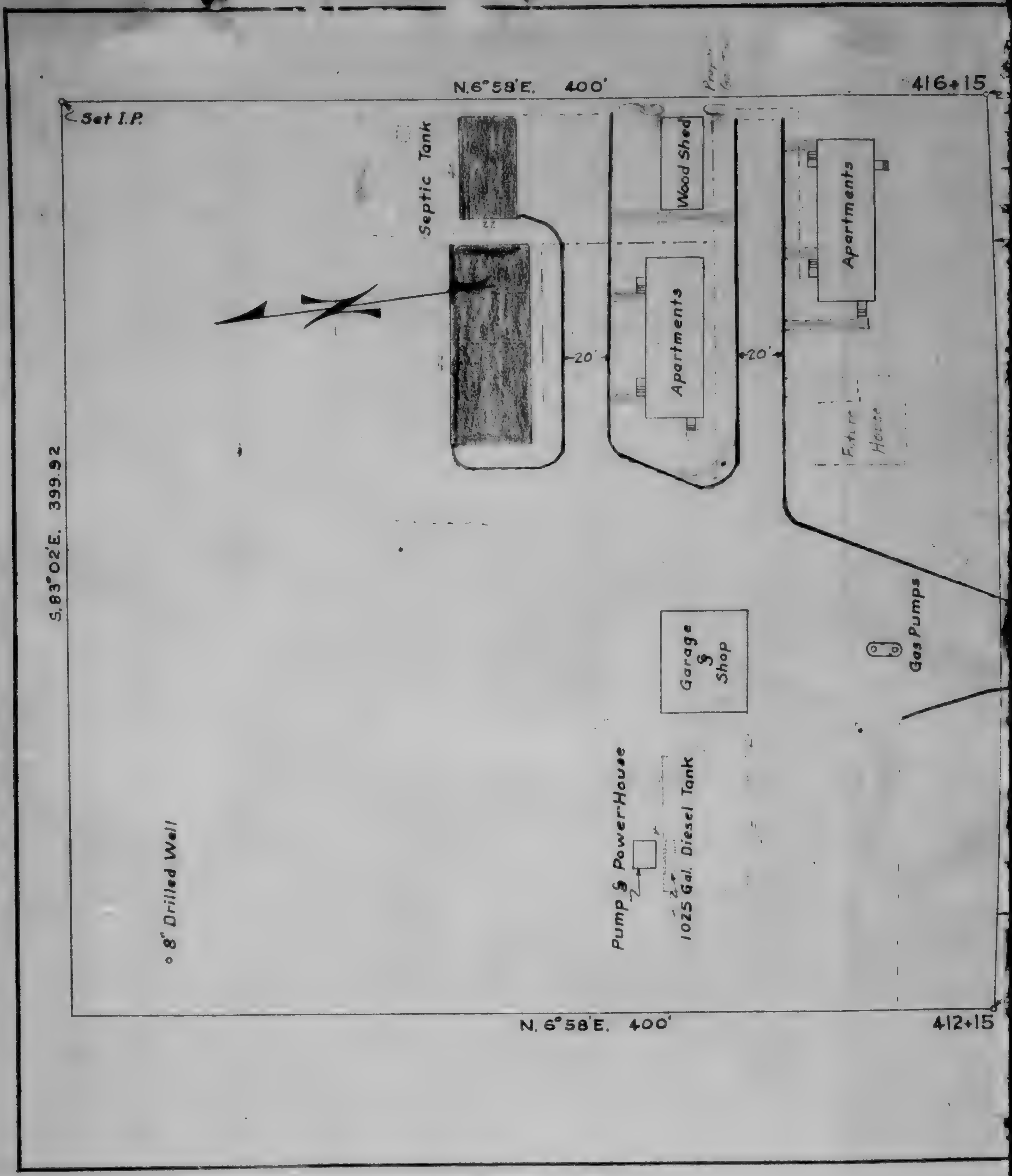


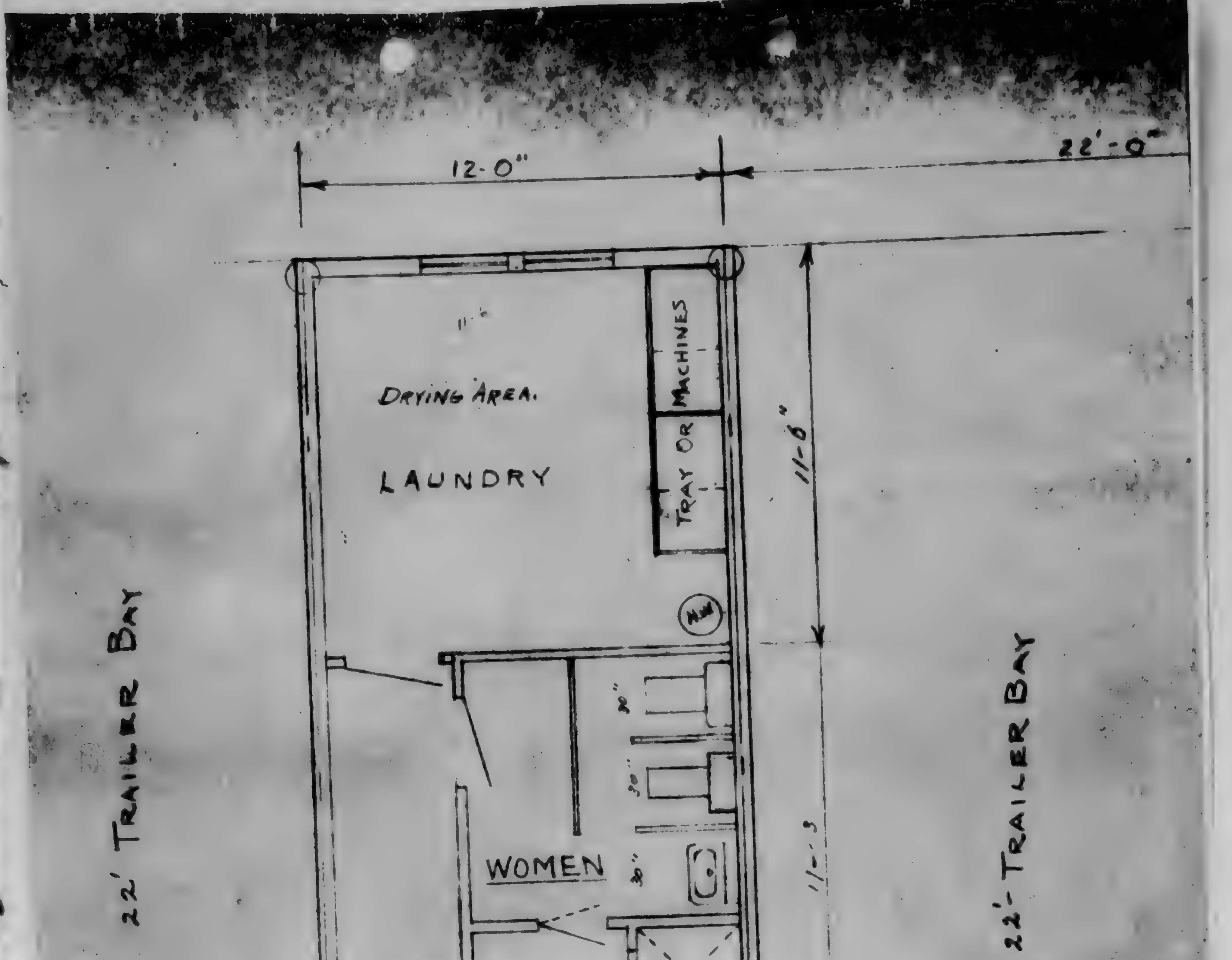


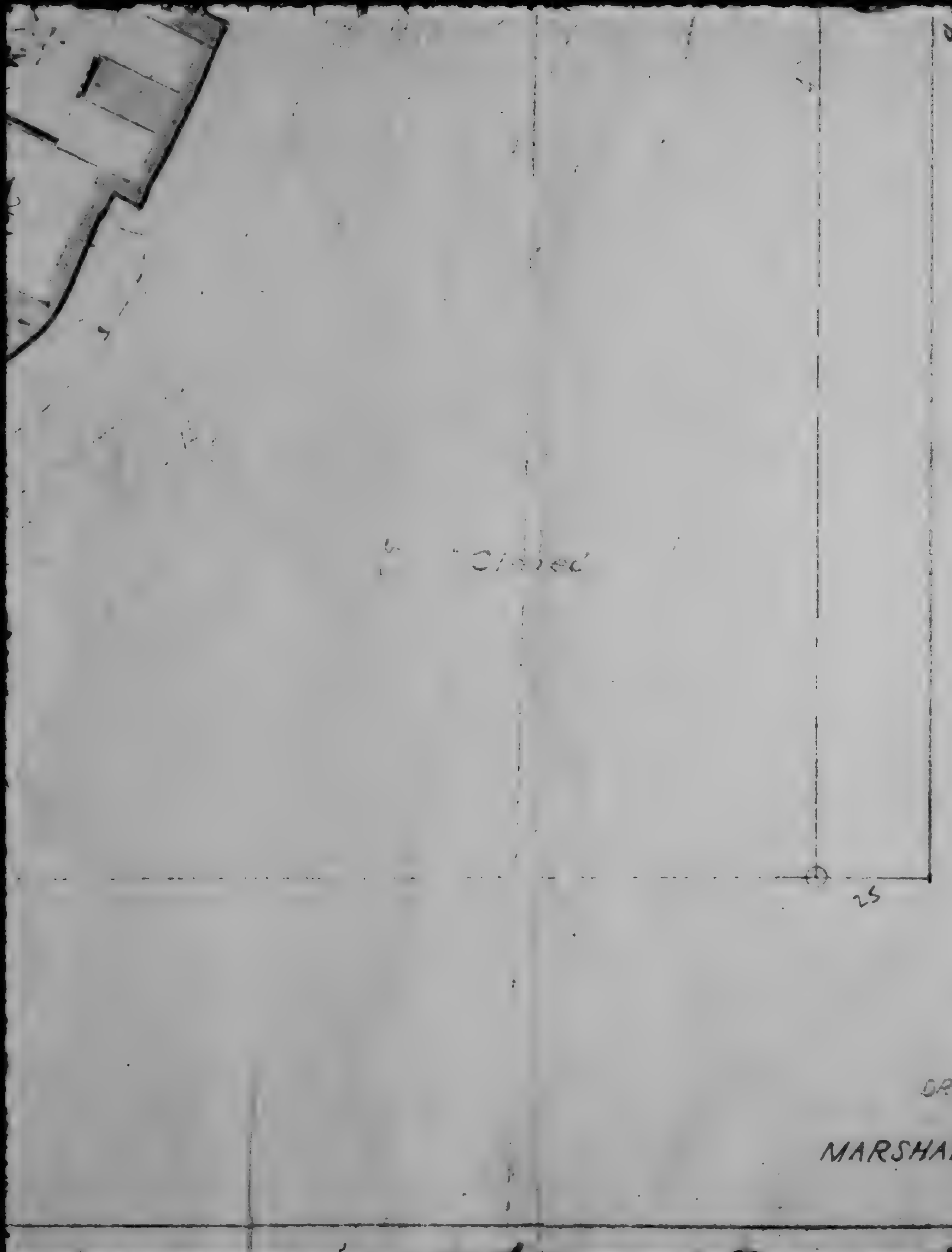
Location Sketch
Scale: 1"= 400'

OREGON STATE HIGHWAY DEPARTMENT	
	WARM SPRINGS JCT.
For	MTNCE. SITE
Highway	WAPINITIA
County	WASCO
Scale 1"=50'	Date Dec.1950

See Also IR-1-419


N. 6°58'E. 400'
416+15
Set I.P.
Septic Tank
Wood Shed
Apartments
Apartments
20'
20'
Future House
S. 83°02'E. 399.92
Gas Pumps
Garage & Shop
Pump & Power House
1025 Gal. Diesel Tank
8" Drilled Well
N. 6°58'E. 400'
412+15


12-0"
22'-0"
22' TRAILER BAY
11'-6
DRYING AREA.
LAUNDRY
TRAY OR MACHINES
H.W.
11-6"
WOMEN
30"
30"
30"
11-3
11-3
HALL
34"
3'-6"
36"
MEN
30"
34"
30"
36"
22'-TRAILER BAY
3-9"
8'-3



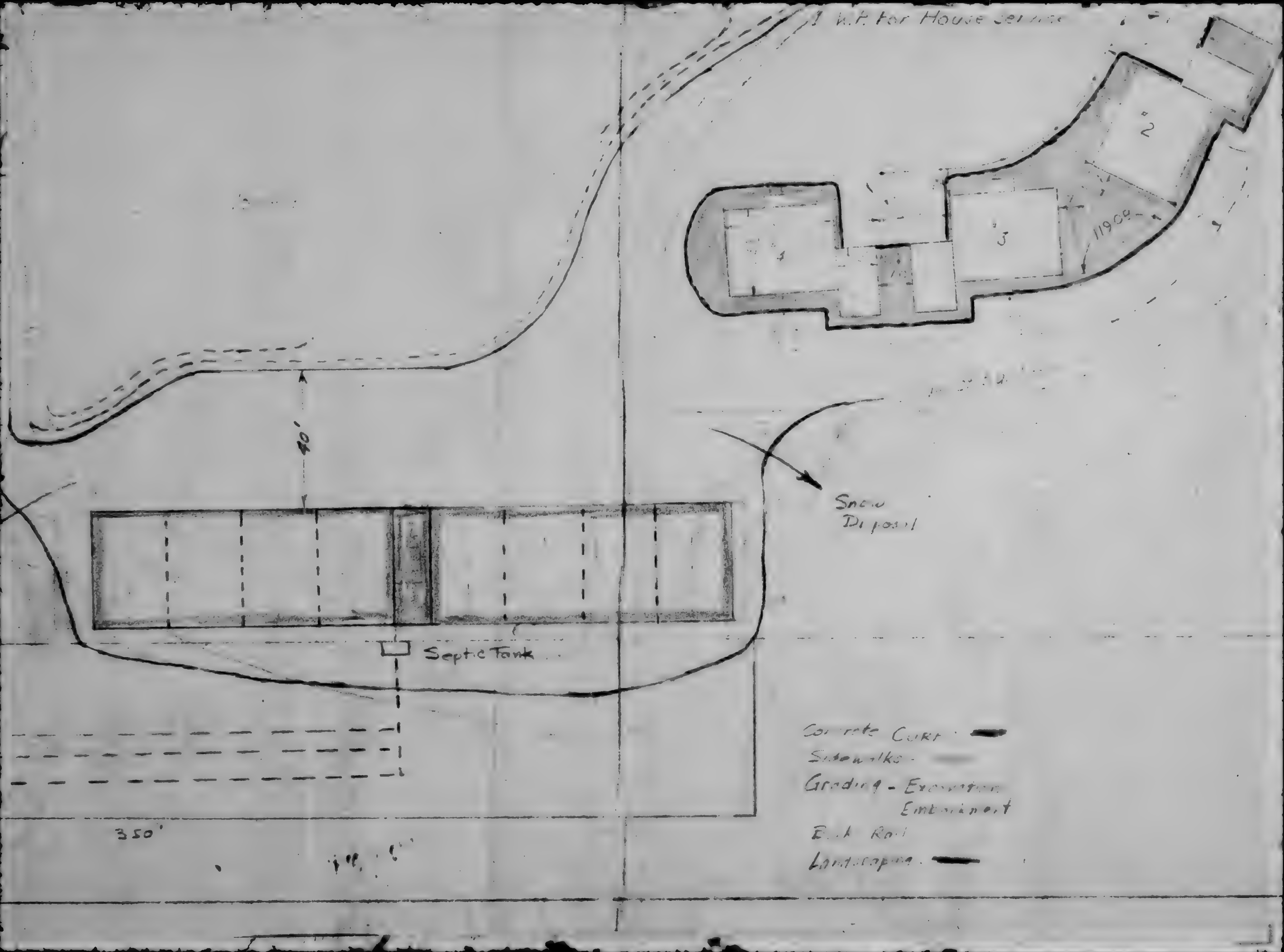
OREGON
STATE HIGHWAY COMMISSION

MAINTENANCE STATION
AT
TIMBERLINE JUNCTION
MT. HOOD HIGHWAY NO. 26
CLACKAMAS COUNTY

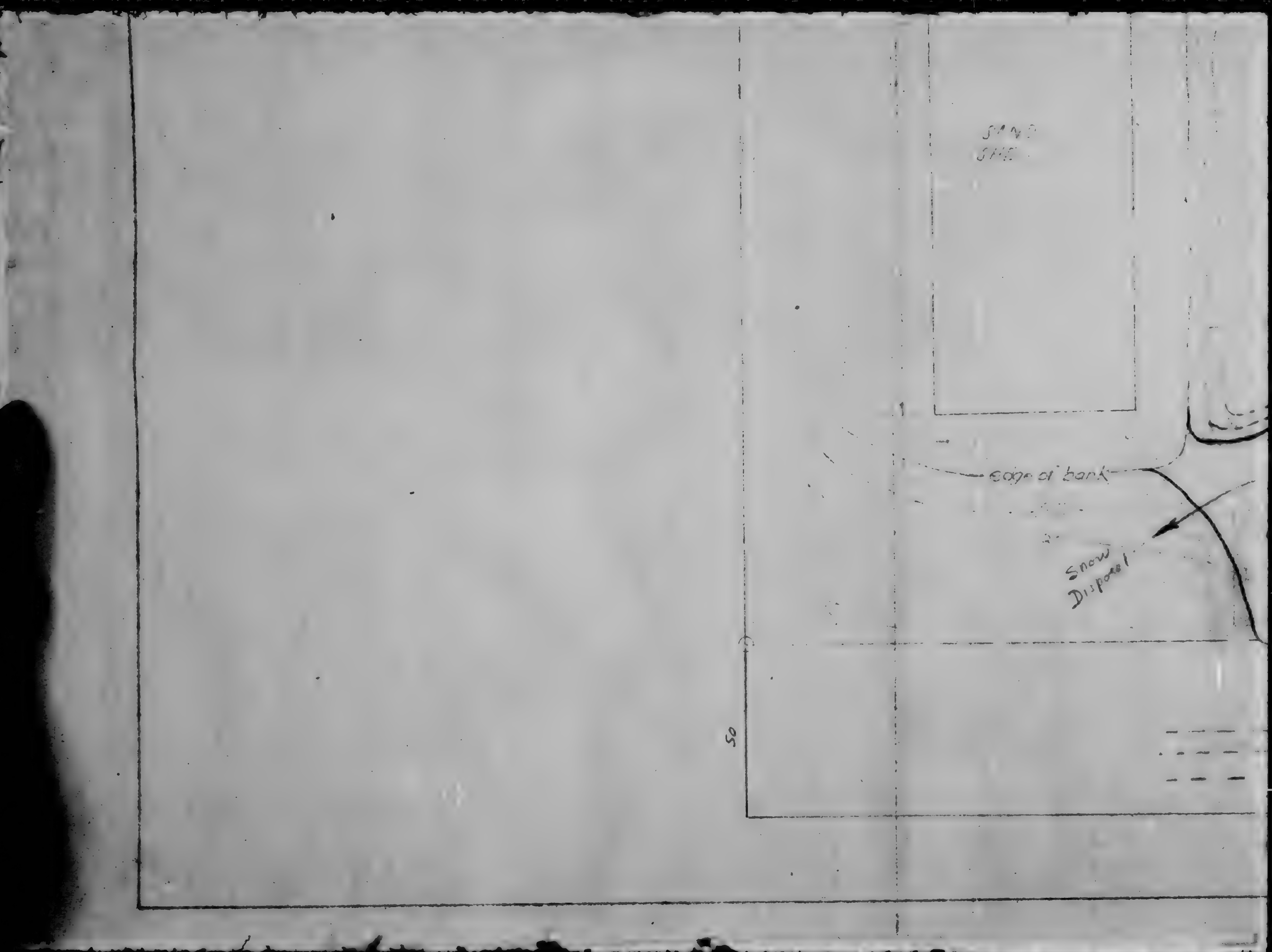
AS CONSTRUCTED LAYOUT OF
MAINTENANCE BLDG. – JOB NO. 7252
HOUSES • SAND SHED – " " 7252A
DORMITORY – " " 7252B
RADIO ANTENNA –

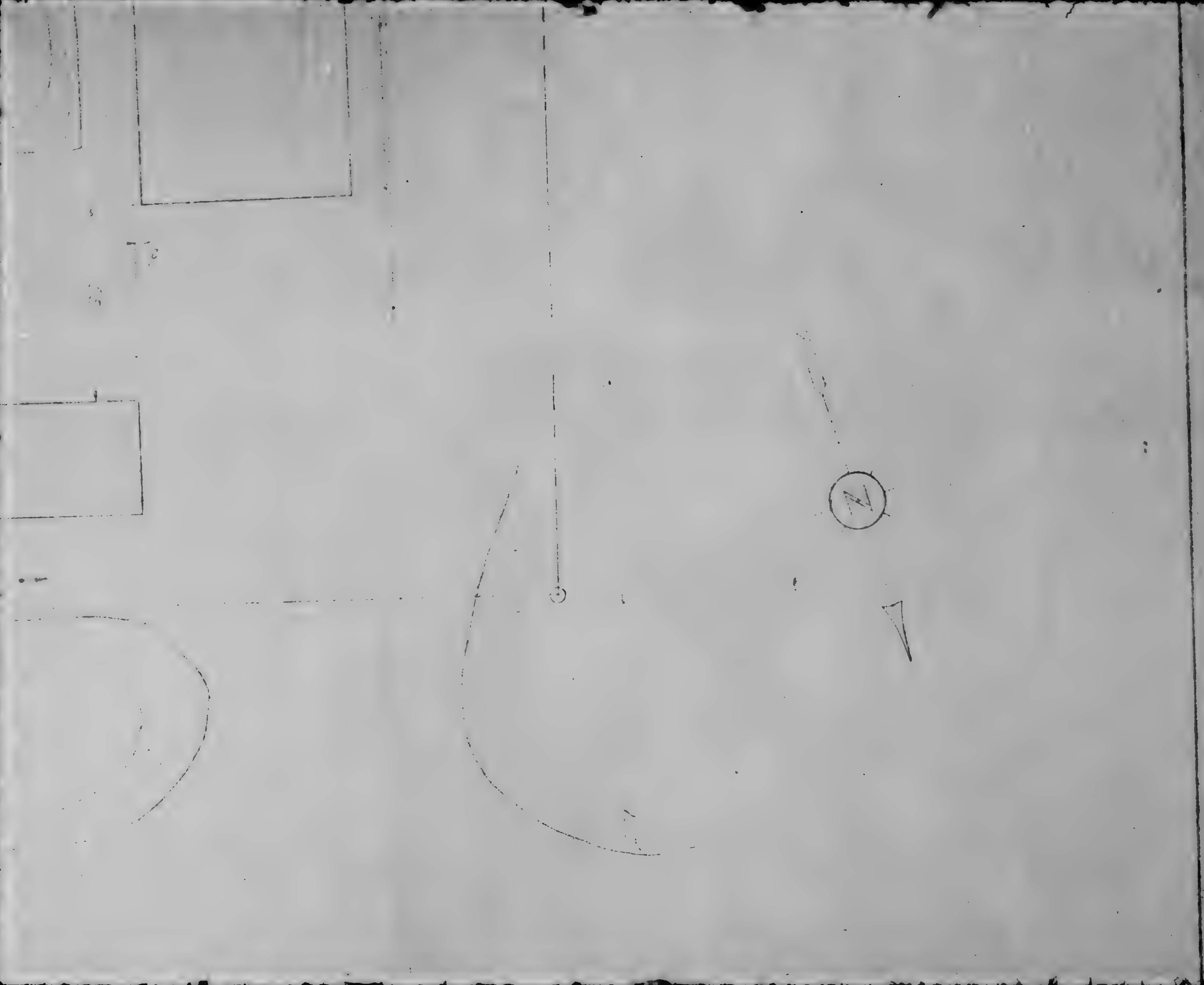
DRAWN BY ELH SCALE: 1" = 30' JULY 1952

MARSHALL DRESSER RESIDENT BRIDGE ENGINEER



W.P. For House Service
2
3
4
11909
40'
Snow Disposal
Septic Tank
350'
Concrete Curb
Sidewalks
Grading - Excavation Embankment
Bike Rail
Landscaping


SAND
SITE
Edge of bank
Snow Disposal
50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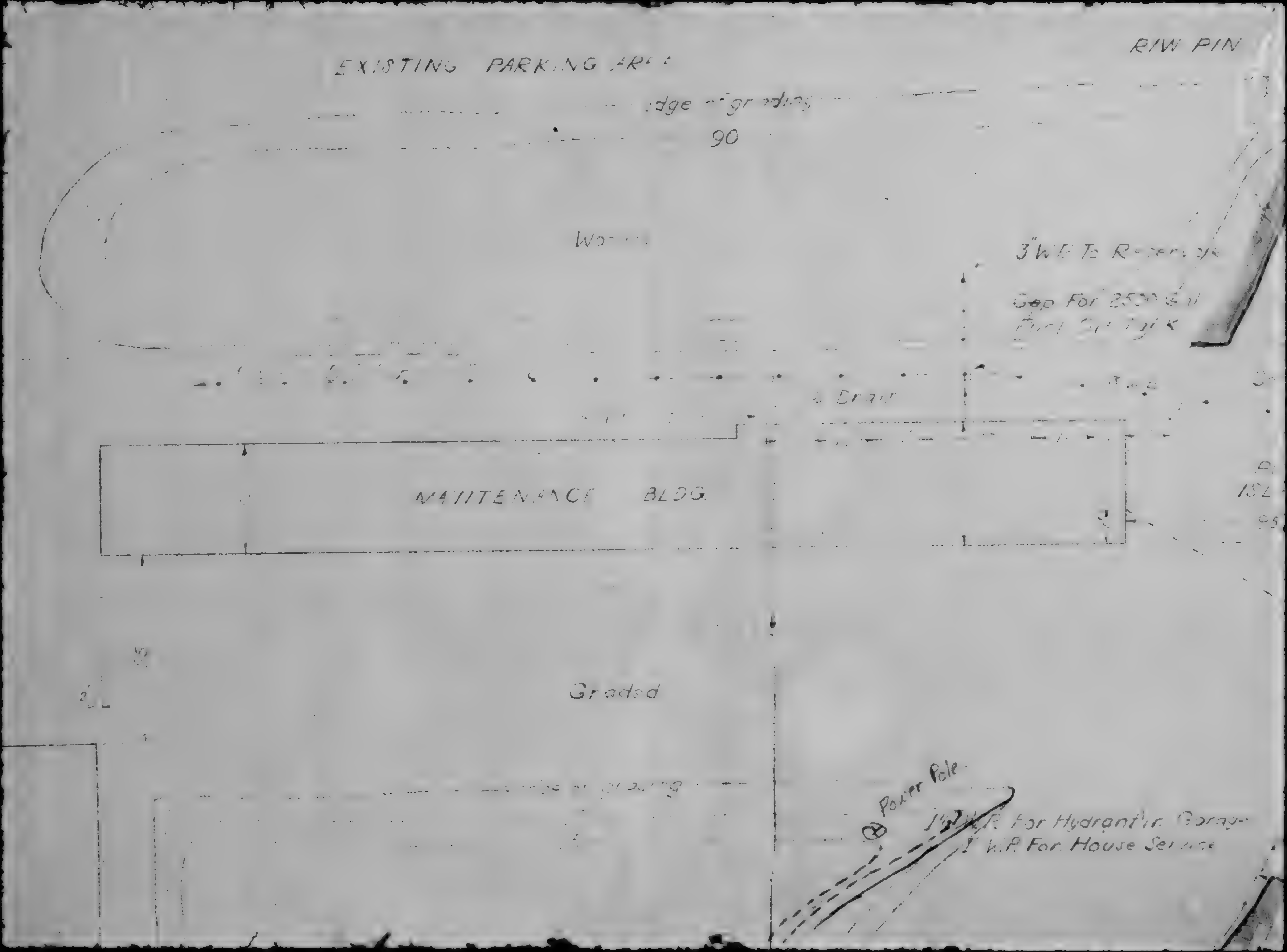
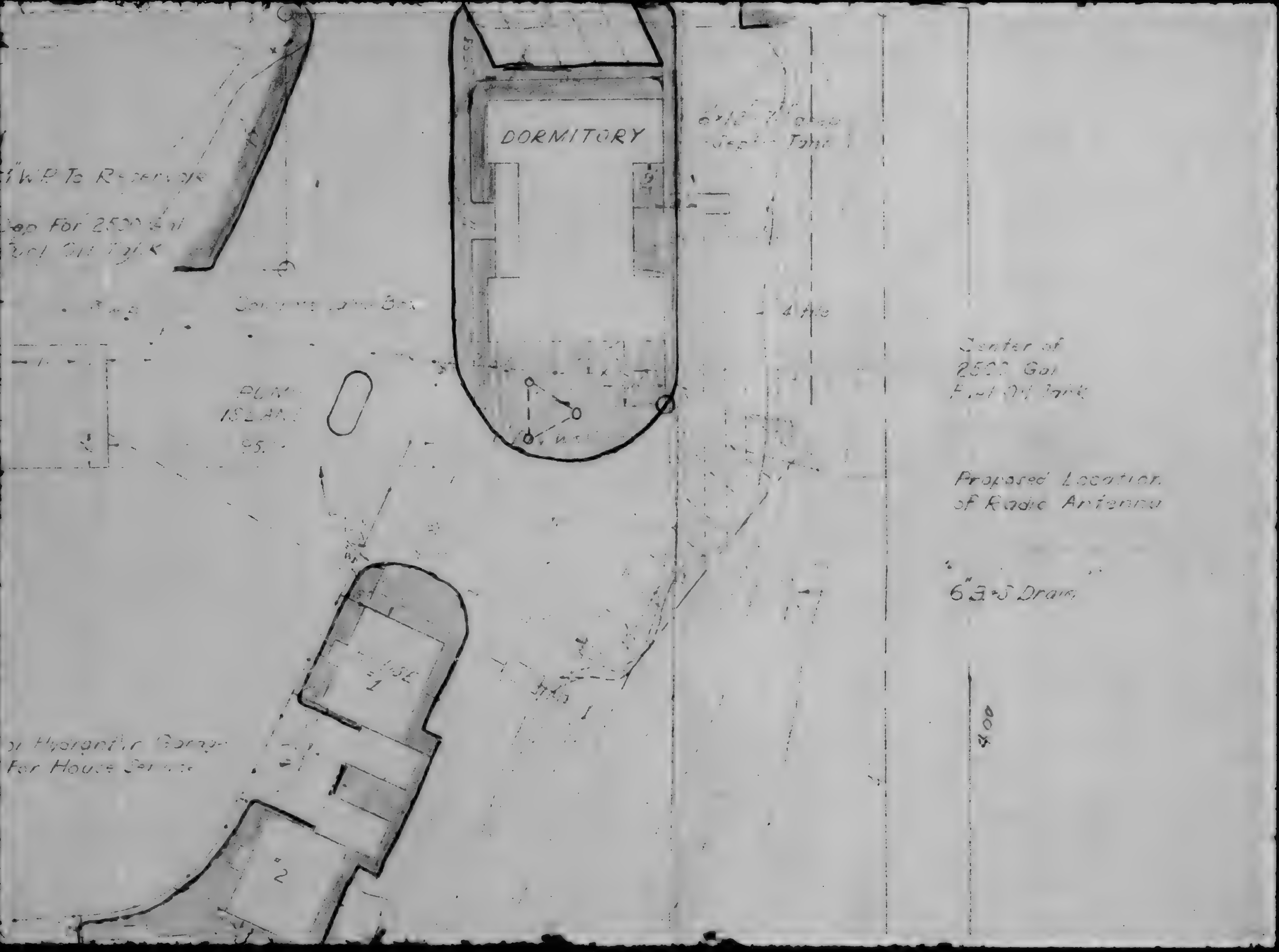
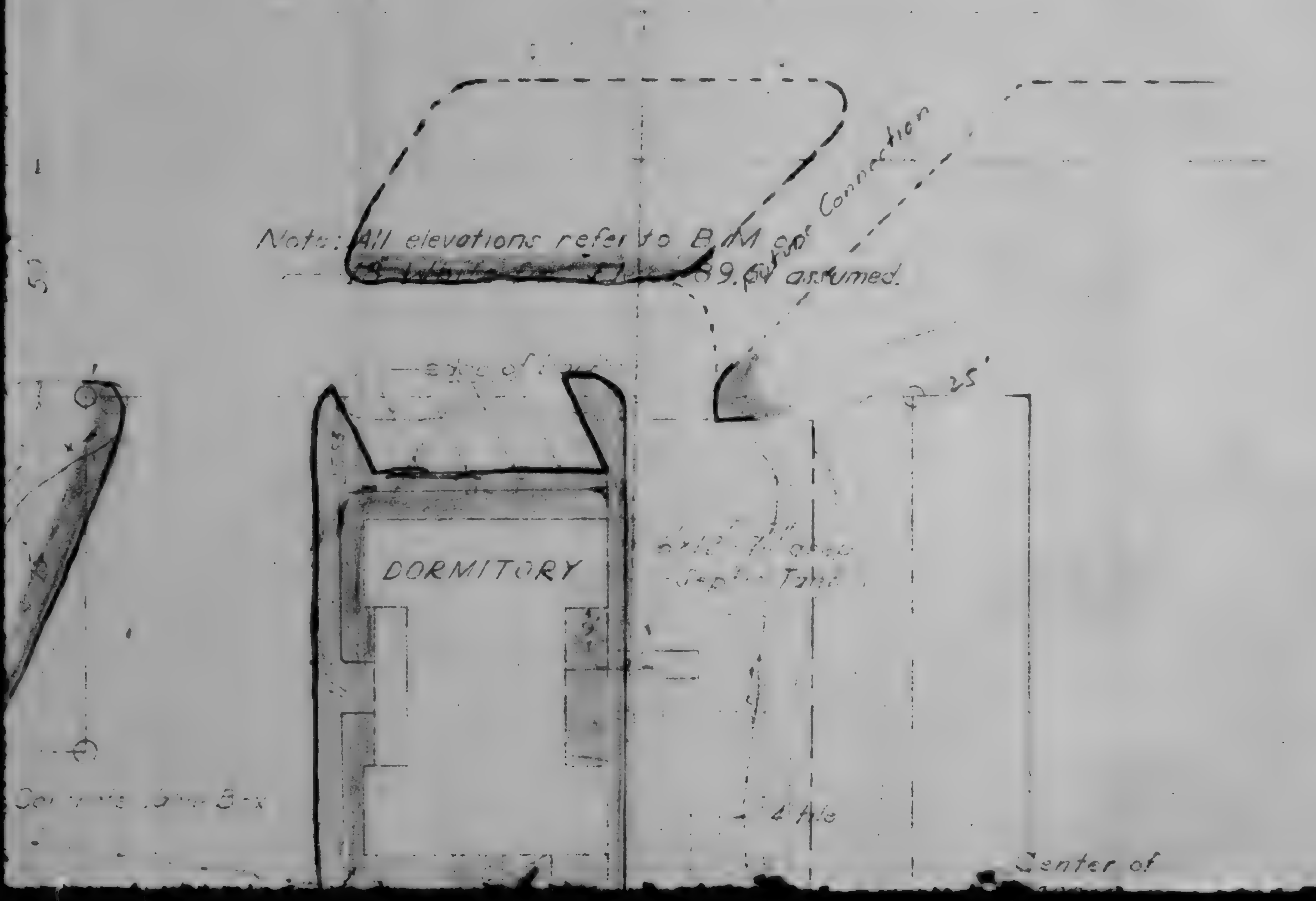
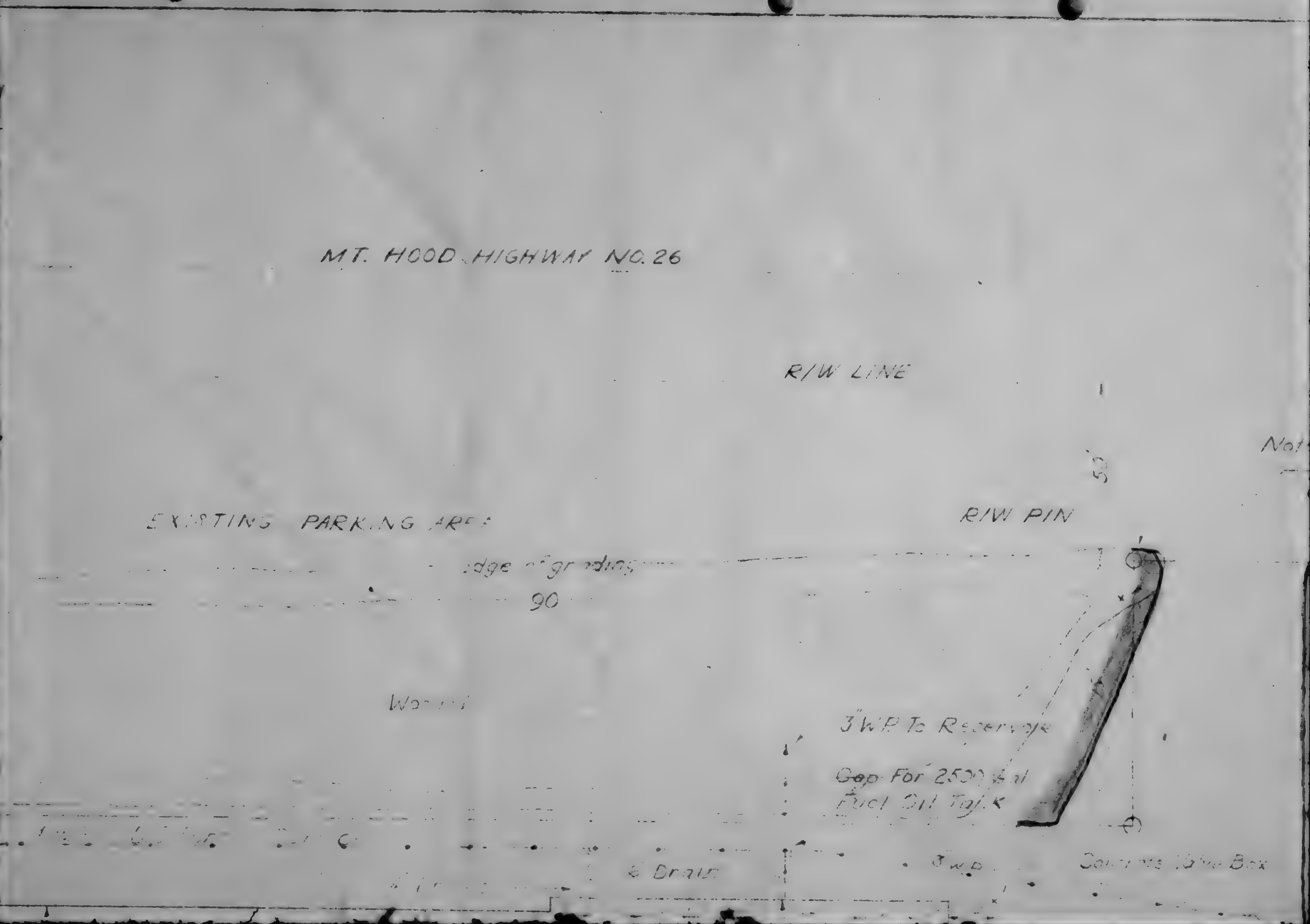
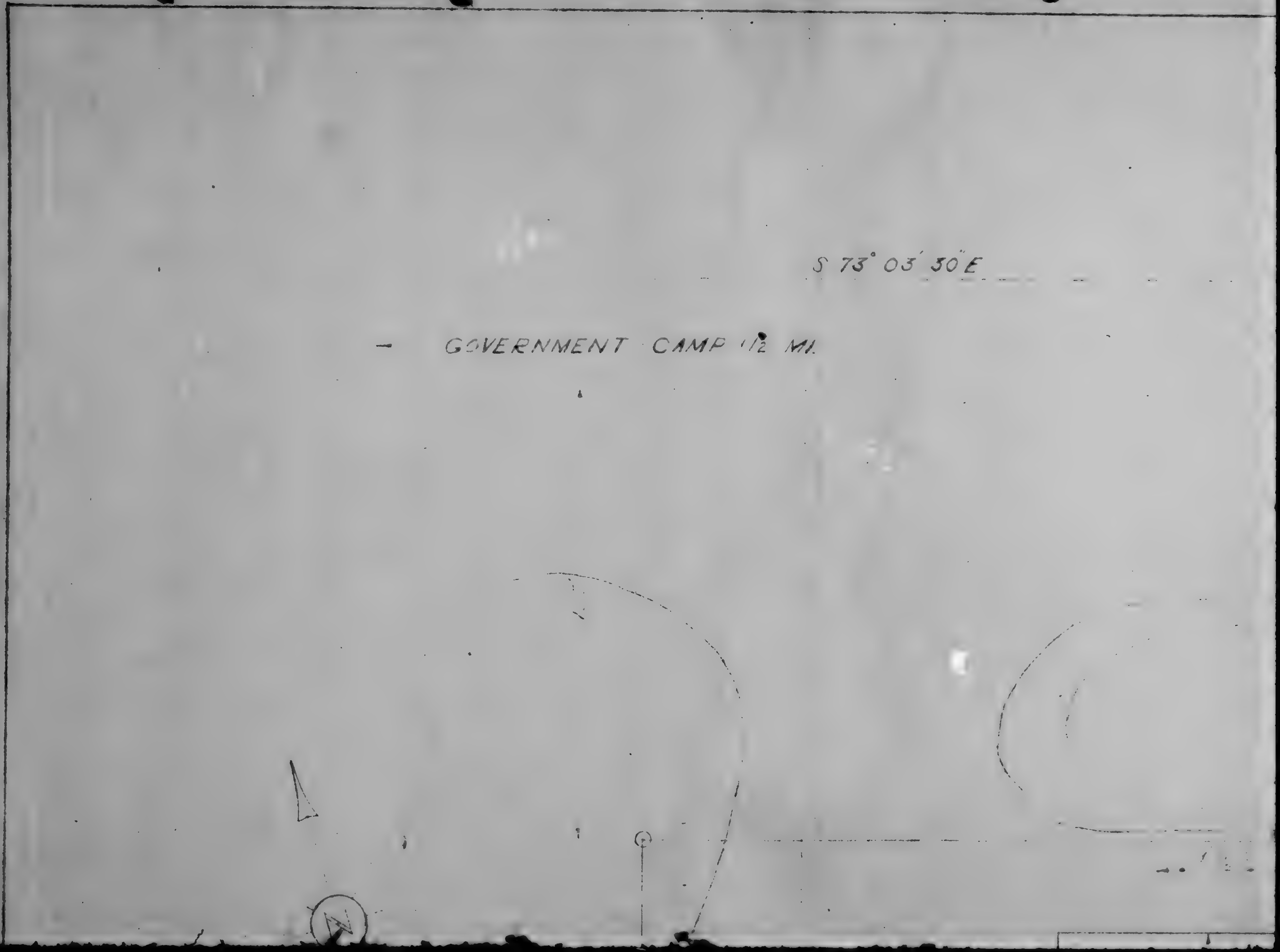

R/W PIN
EXISTING PARKING AREA
edge of grading
90
3" W.P. To Reservoir
Gap For 2500 Gal Fuel Oil Tank
Drain
MAINTENANCE BLDG.
Graded
edge of grading
Power Pole
1½" W.P. For Hydrant in Garage
1" W.P. For House Service

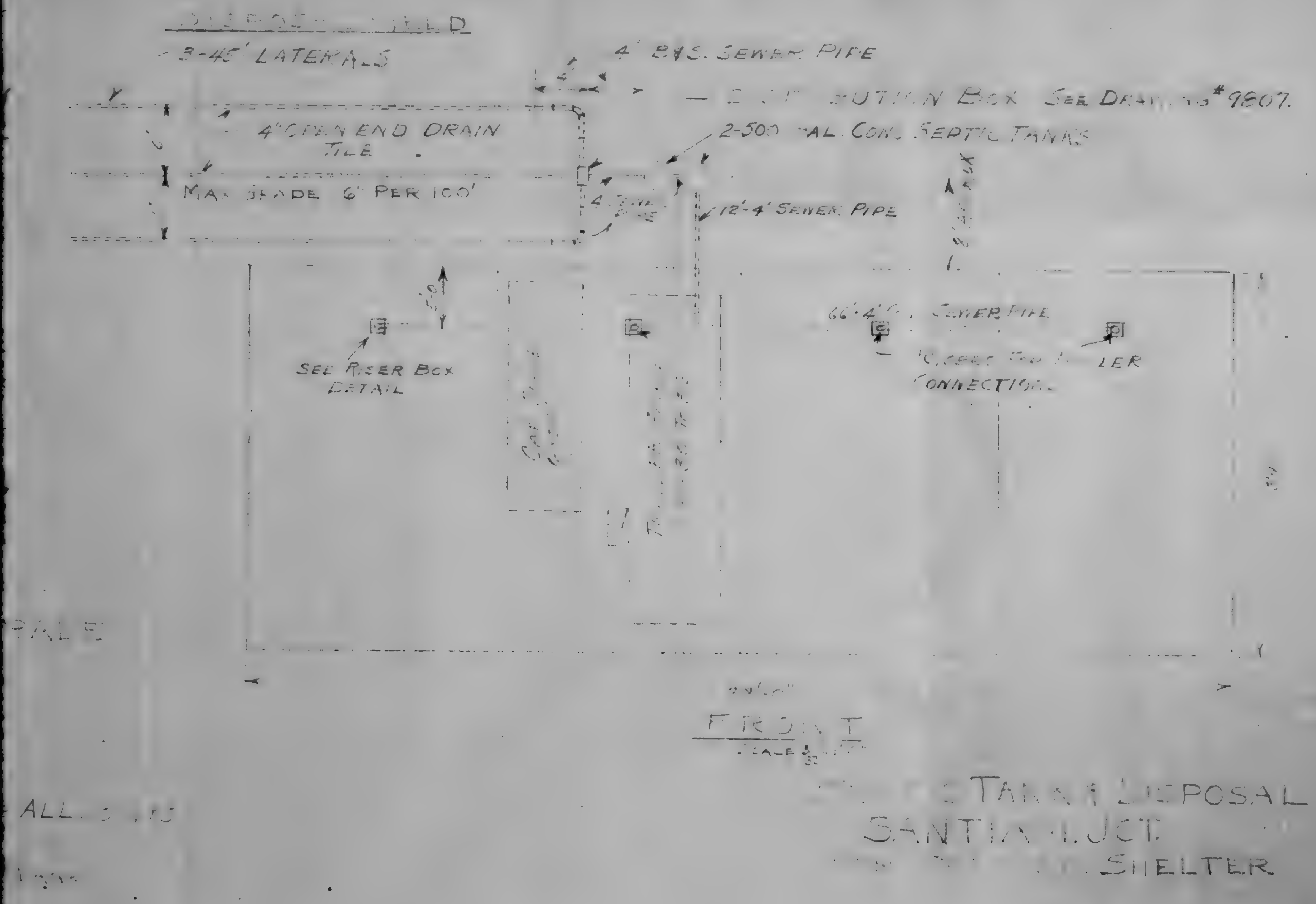


W.P. To Reservoir
For 2500 Gal
Fuel Oil Tank
Box
PUMP
ISLAND
DORMITORY
Septic Tank
4 Tile
Center of
2500 Gal
Fuel Oil Tank
Proposed Location
of Radio Antenna
6" 3-5 Drain
1
2
For House Service
400


Note: All elevations refer to B.M. on
89.64 assumed.
Connection
DORMITORY
Septic Tank
25'
4' tile
Center of


MT. HOOD HIGHWAY NO. 26
R/W LINE
R/W PIN
50'
EXISTING PARKING AREA
Edge of grading
90
3" W.P. To Reservoir
Gap For 2500 Gal
Fuel Oil Tank
Drain
3" W.P.
Concrete Valve Box
Not

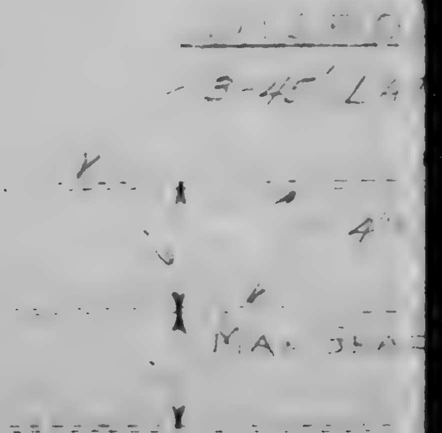

S 73° 03' 30" E
GOVERNMENT CAMP 1/2 MI.

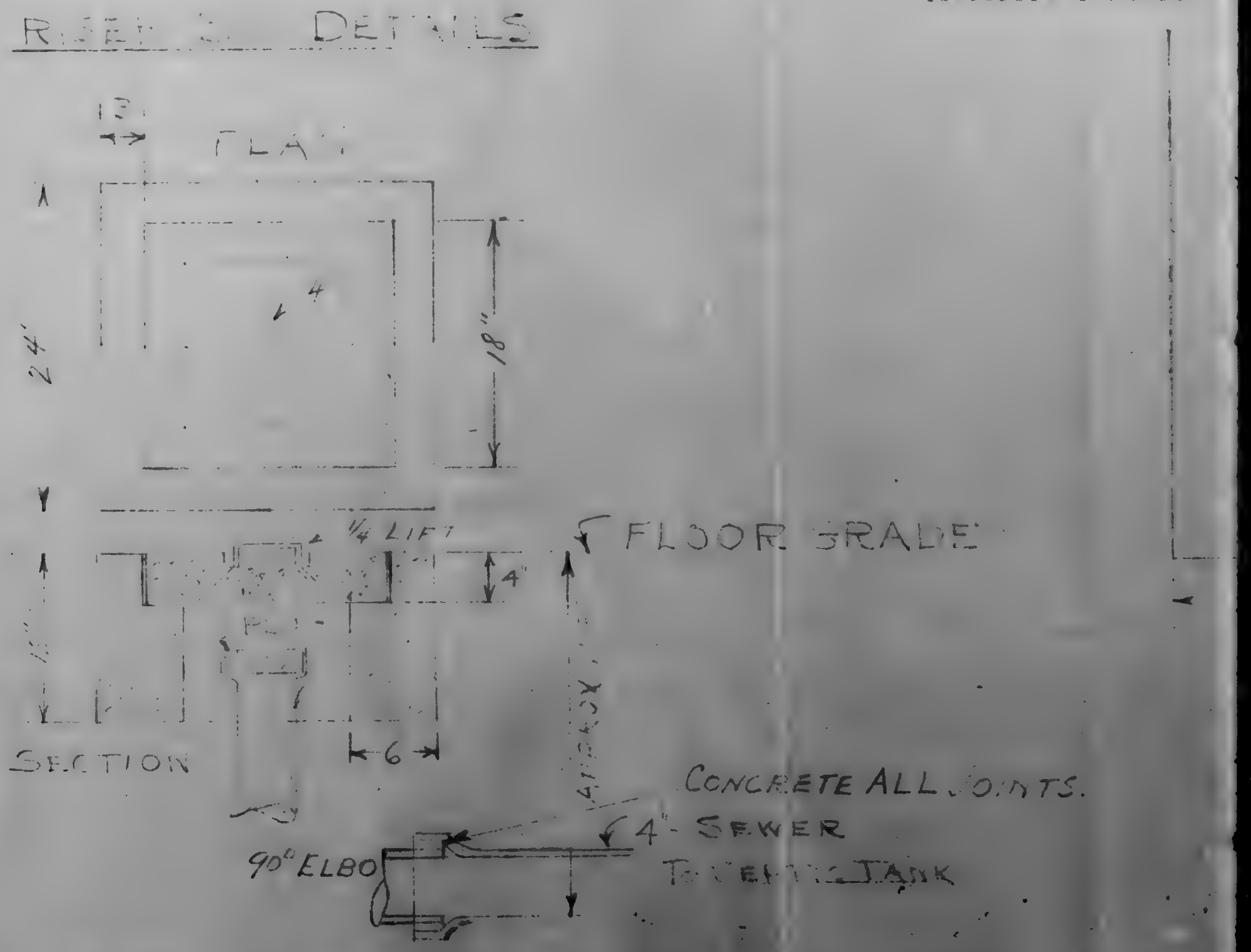

FIELD
3-45' LATERALS
4' B&S. SEWER PIPE
4'
DISTRIBUTION BOX SEE DRAWING #9807.
4" OPEN END DRAIN TILE
2-500 GAL. CONC. SEPTIC TANKS
6'
MAX GRADE 6" PER 100'
4' SEWER PIPE
12'-4' SEWER PIPE
8'
5'-0"
66'-4" SEWER PIPE
SEE RISER BOX DETAIL
RISERS FOR ... LER CONNECTIONS
FRONT
SCALE $\frac{3}{32}$
TANK DISPOSAL
SANTIAM JCT.
SHELTER
SCALE
ALL

Notes:

Under ground water main to permit hook up to each trailer house from under trailer house to permit insulation against frost.

Under ground lead in cable to bring electrical power with outlets for each trailer bay.





BF-221(2) Clatskanie River Bridge & 1953
County Road O'Xing
#4018

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 21, 1957

(CONTRACT NO.) BF-221(2)	(EST. NO.)	(CONTRACTOR)
4018	8-Post Final	H. G. Palmberg

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6051	H-176390	$ 530.00	3/20/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1954

Time Extensions: to July 15, 1955

Completion Date: July 15, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-21-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: [illegible] 1957

Ruth Rawlings

FORM E-128 REVISED

RECEIVED
FEB 1957
FOR FILING

BF-221(2)

4018

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 4, 1957

Clatskanie Peoples' Utility District
Clatskanie, Oregon

Att'n: Mr. A. L. Bailey, Manager

Re: Contract 4018, Clatskanie River Bridge

Gentlemen:

During the construction of a county road overcrossing of the Columbia River Highway near Clatskanie, under State Highway Department Contract 4018 with Mr. H. G. Palmberg, it became necessary to temporarily realign electric power lines owned by the Clatskanie Peoples' Utility District. By letter dated April 5, 1955, you advised the State Highway Department of the situation and stated that the District agreed to remove and replace the power line for Mr. Palmberg's convenience, with the understanding that if in his contract with the State this expense should be borne by the State, then the District would pay the cost, but that if the contractor should bear the expense, Mr. Palmberg would pay the cost. By letter dated April 18, 1955, you were advised that the contractor was responsible for the cost of the temporary re-routing of the line.

Subsequent to the correspondence referred to above, the matter was placed in the hands of the legal section for further review and consideration. We have devoted considerable study to the problem and have been forced to the conclusion that the temporary relocation of your electric power line was not a responsibility of the contractor under his contract with the State Highway Commission. It is our opinion that Mr. H. G. Palmberg is not, therefore, obligated to pay the billing which you submitted to him.

Very truly yours,

ROBERT L. MAY, JR.
Acting Chief Counsel

NOTED
G. S. PAXSON

RLM:br
cc: P. M. Stephenson
G. S. Paxson ✓
M. E. Reynolds

RECEIVED
FEB 6 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 4 1957
FOR FILING
4018

file

COURTEOUS ★ CAPABLE ★ CONFIDENTIAL ★

Credit Bureau of Columbia County

COLLECTIONS ★ CREDIT REPORTS ★ [illegible] SOUTH FIRST STREET . ST. HELENS, OREGON
PHONE [illegible] ★ J. H. CLAWSON, MANAGER

January 31, 1957

Oregon State Highway Department

Salem, Oregon

Re: H. G. Palmberg, $150.00

Gentlemen:

On January 28, 1957 we received a letter from H. G. Palmberg [illegible] General Construction, Astoria stating as follows:

At a meeting held in Salem, Oregon, January 25, 1957, between representatives of the Oregon State Highway Department and the writer, it was agreed that the said Highway Department would assume responsibility for moving the power line of the Clatskanie Peoples Utility District in connection with our contract for construction of an overpass on Swedentown Road near Clatskanie, Oregon.

When you pay this we would appreciate it if you send the payment to us as the account was turned over to us for collection by the Clatskanie P U D. The payment being sent to us would save a lot of bookwork for the P U D as well as for ourselves.

We appreciate this very much.

Yours very truly

/s/ [illegible] Hoyt Mgr.
CREDIT BUREAU OF COLUMBIA COUNTY, Inc.

[illegible]

Original
superseded
by Change
to Madison

FORM E-123 80M REVISED 2-52

RECEIVED
55
JUN 26 1956
FOR FILING

WBF-221(2)

4018

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 1, 1956

NOTED
W. C. WILLIAMS

Mr. M. E. Reynolds
Attorney at Law
Fulton, Reynolds & Fulton
Spexarth Building
Astoria, Oregon

Re: Contract 4018 Clatskanie River Bridge

NOTED
G. S. PAXSON

Dear Bud:

I just received your letter of May 29, 1956, concerning the claim of Mr. H. G. Palmberg, which you advise Mr. Stephenson has denied.

I will be out of the office the first two days next week at the Commission meeting, and will not have an opportunity to look into this matter until my return; however, in the meantime I have asked Mr. Stephenson to supply me with the information concerning this matter, and will contact you at the earliest possible date.

With best personal regards.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:aj
cc - Mr. W. C. Williams
Mr. P. M. Stephenson

RECEIVED
[illegible] 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 23 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

BF-[illegible]
4018

November 22, 1955

Mr. H. O. Palmberg
P. O. Box 991
Astoria, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from August 31, 1954 to July 15, 1955 within which to complete your contract No. 4018, for constructing the Clatskanie River Bridge and County Road Overcrossing on the Columbia River Highway in Columbia County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Geo. [illegible]arth,
Resident Engineer

[illegible] M. Stephenson
Bridge Engineer

RECEIVED
NOV 2 1955
FOR FILING

PF [illegible]
4015

November 2, 1955

Request for extension of time
No. 37. Last request for
November 3 and 4 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Clatskanie River Bridge
and County Road Overcrossing
Contract No. 4015

[illegible], contractor on the construction of the Clatskanie River Bridge and County Road Overcrossing structure on the Columbia River Highway in Columbia County, has requested an extension of time from August 31, 1954, to July 15, 1955, in which to complete the contract.

The specifications for this contract required the contractor to wait three months after the placement of the approach fills to allow for settlement before he started work on the structures. The approach fills for the County Road Overcrossing were not completed until September [illegible], 1954, and at that time the rock surfacing had not been placed on the fills so it was almost impossible to operate equipment over the newly completed grade. On October 12, 1954, Mr. [illegible] was notified that the approach fills were completed and rock topping placed on them at the Clatskanie River Bridge and he could proceed with his work. On account of inclement weather, work was not started on these structures until February [illegible], 1955. All work was completed in five and one-half months by July 15, 1955. All work was completed in time to allow the paving contractor to finish his work and traffic to be routed over the structures at the same time the adjacent highway was opened to public travel.

In so much as, after the contractor started work, he expedited his operations to the extent that the traveling public was not inconvenienced and the State did not incur any additional engineering expense and as there is considerable question as to the time he could or could not have started work on the project, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PIS/dp
Attached

RECEIVED
NOV 14 1955
FOR FILING
BF-221(21

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 26, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACT OR)
4018 4/15	7-Final	H. G. Palmberg

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19312	R-132649	$ 7,041.96	9/26/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1954

Time Extensions: to July 15, 1955 without penalty

Completion Date: July 15, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-9-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: NOV 9 1955

Ruth Rawlings

ACTED ON CARD
gl

RECEIVED
AUG 31 1955
FOR FILING

[illegible]
4018

August 30, 1955

CERTIFIED MAIL

Federal Insurance Co.
Martin Knutsen & Son, Agent
189 12th St.
Astoria, Oregon

Gentlemen:

State Highway Contract No. 4018 for constructing the Clatskanie River Bridge and the County Road Overcrossing on the Columbia River Highway in Columbia County was completed by the contractor, H. G. Palmberg, on July 15, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $7,041.96 will be released to the contractor after acceptance by the Commission. The total contract amount is $75,537.40 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
MAY 23 1955
FOR FILING

BF 221 (3)
11

B.

May 20, 1955

Mr. H. G. Palmberg
P. O. Box 991
Astoria, Oregon

Re: County Road Overcrossing
Contract No. 4018

Dear Sir:

Reference is made to your letter of May 18, 1955. The moving of the power lines covered by the invoice from the Clatskanie P.U.D. is not a "permanent moving or rearrangement" covered by the last paragraph of Article 1.7.10 of the general specifications. The Clatskanie P.U.D. in 1954 rearranged its facilities at its own cost to place the lines in proper final position with reference to the new highway improvement. The line rearrangement referred to in your letter was only temporary to accommodate your operations and is a cost incident to the work covered by the contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. P. M. Stephenson

NOTED
G. S. PAXSON

H. G. PALMBERG
MARINE AND GENERAL CONSTRUCTION
P. O. BOX 991
ASTORIA, OREGON
PHONE 2585

May 18, 1955

State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 4018, Clatskanie River Bridge and County Road Overcrossing on the Columbia River Highway in Columbia County.

Gentlemen:

Enclosed is a copy of an invoice which we have just received from the Clatskanie People's Utility District following a letter reply dat d April 10, 1955, from your department to the said District.

In accordance with Paragraph 1.7.10 of the specifications and contract agreement for highway bridge construction embodied in our contract, we do not believe that we are required to bear the expense of rearrangement of these power lines as may be finally done in order to place the lines in proper final position with reference to this new highway improvement inasmuch as the lines could obviously not be in proper final position until any necessary rearrangement has been made. Further, since our contract called for the driving of piling under these lines such that the rearrangement of the lines was obviously necessary to performance of the contract, we believe that the State has a definite responsibility to cooperate with the contractor as indicated in the above mentioned paragraph of the contract.

For the above reasons, we believe the State is in error in their letter of April 10, 1955, to Clatskanie People's Utility District, and we request your cooperation in clarifying this matter to Mr. A. L. Bailey, Manager, of said District.

Very truly yours,

H G Palmberg
H. G. PALMBERG

HGP/j
cc: M. E. Reynolds, Attorney.

RECEIVED
MAY 19 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
C. C. PAXSON

May 9, 1955

Palmberg Construction Co.
Pier 3, Port Docks
Astoria, Oregon

Cost of labor, materials, and transportation for temporarily rerouting power line to allow construction of Swedetown overpass on Columbia River Highway at Clatskanie, Oregon.

Total	$150.00

RECEIVED
APR 21 1955
FOR FILING

[illegible]

4-18

April 18, 1955

Clatskanie Peoples' Utility District
Clatskanie, Oregon

Gentlemen:

Replying to your letter regarding temporary realignment of power line at Swedetown overcrossing of the Columbia River Highway near Clatskanie, the line in question was moved in 1954 to conform with new alignment at this point in accordance with our requirements.

Temporary realignment was for the benefit of the contractor and was made by you at his request. The contractor should therefore be responsible for the cost of the temporary rerouting of the line.

Very truly yours,

R. H. Baldock
State Highway Engineer

BY

G. S. Paxson
Assistant State Highway Engineer

NOTED
G. S. PAXSON

C
o
p
y

CLATSKANIE PEOPLES' UTILITY DISTRICT

Clatskanie, Oregon

April 5, 1955

Mr. J. D. Walker, Division Engineer
Oregon State Highway Building
Salem, Oregon

Dear Mr. Walker,

Last summer we moved our electric power line to conform with realignment of the Swedetown road at the overpass on the Clatskanie-Delena Section of the Columbia River Highway, engineering station No. 1713.

Our power line is on the county road right of way and has adequate clearance over the Highway 30 overpass.

When the Palmberg Construction Company moved in this winter to construct the overpass, they requested that we move the line temporarily in order to give them sufficient overhead clearance to operate their pile driver for the footings.

We agreed to remove and replace the power line for Palmberg's convenience with the understanding that if in his contract with the State this expense should be borne by the State, we would pay the cost but that if the contractor should bear this expense, he would pay the cost.

Will you please advise who is responsible for paying the cost of moving this power line.

Very truly yours,

CLATSKANIE PEOPLES' UTILITY DISTRICT

/S/ A. L. Bailey
By A. L. Bailey, Manager

RECEIVED
JAN 1 1 1955
FOR FILING

SF-221(2)

4018

H. G. PALMBERG
MARINE AND GENERAL CONSTRUCTION
P. O. BOX 991
ASTORIA, OREGON
PHONE 2055

REFERRED TO
Paxson
BY DEPUTY STATE HIGHWAY ENGINEER
To note

January 7, 1955

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Re: Contract 4018, Clatskanie-Delena Section of Lower Columbia River Highway.

Dear Sir:

Replying to your letter of January 5, 1955, we wish to advise that we have been in constent touch with river, weather, adjoining contract, etc., conditions relating to the reference contract as evidenced by our letters of March 20, July 21, September 9, November 3, 1954, and January 5, 1955. Further, the undersigned and representatives of our firm have made several personal inspections during 1954 of the progress of grading operations adjoining the proposed bridge structures; and the undersigned has discussed the project with Mr. Kuckenberg and Mr. Rogers, the grading and paving subcontractors, respectively, with a view toward coordinating construction operations under these adjoining contracts.

We trust that our letter of January 5, 1955, has set forth a construction schedule satisfactory to yourselves. We assure you that we will put forth the effort required to complete the bridge structures on the dates you have requested.

Very truly yours,

H G Palmberg
H. G. PALMBERG

HGP/j

cc: Federal Insurance Company,
%Martin Knutsen & Son, Agents
189 12th St.
Astoria, Oregon

RECEIVED

RECEIVED
OCT 28 1953
FOR FILING

BF-[illegible]

11-16

October 28, 1953

Mr. H. O. Palmberg, Contractor
P. O. Box 991
Astoria, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4018, which was awarded to you on September 24, 1953 by the State Highway Commission, for the construction of the Clatskanie River Bridge and the County Road Overcrossing on the Columbia River Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 29 1953
FOR FILING

[illegible]

4018

September 28, 1953

Palmberg Construction Co.
P.O. Box 971
Astoria, Oregon

Gentlemen:

The State Highway Commission on September 24, 1953 awarded to you State Highway Contract No. 4018 for construction of Clatskanie River Bridge and County Road Overcrossings in Columbia County. This award was based on your bid of $77,307.00, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.

cc: H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa-SIAC

File ✓

FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 24, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4018 for Oregon Project BF-221(2), Clatskanie-Delena Section of the Columbia River Highway, to H. G. Palmberg of Astoria, Oregon, low bidder in the amount of $77,307.00 at the September 24, 1953 bid opening.

Very truly yours,

C G Folk
C. G. FOLK
District Engineer

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BF-221(2)
4018

September 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. & E. documents for Oregon Project BF-221(2), Clatskanie-Delena Section of the Columbia River Highway. [illegible]

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

[illegible] [illegible] 1[illegible]
[illegible]
[illegible] of the Pacific [illegible]

RECEIVED
JUL 13 1961

FOR FILING
B71-1-9(c)

4-19 (1-1

July 5, 1961
Salem, Oregon

File No. R-19468
Divide-Rice Hill Section
Pacific Highway
Douglas County

1141 Mr. J. F. Putnam
Assistant Division Engineer
P. O. Box 550
Roseburg, Oregon

In compliance with your request, I had an investigation made of the complaint of Mr. Russell relative to a slide affecting his spring.

I forward you herewith a copy of the report of our investigator, Frank I. Towle, which I approve.

It is the opinion of the undersigned that Mr. Russell should be told that in our opinion there is no connection whatsoever between the slide and the failure of his spring, and that we do not intend to do anything further about it.

L. I. LINDAS
Chief Counsel

LIL:ds
Encl.

NOTED
P. M. STEPHENSON

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1961

SUBJECT: File No. 19468
Divide-Rice Hill Section
Pacific Highway
Douglas County

To: Mr. Leonard Lindas
Chief Counsel
OFFICE

In compliance with your instructions of June 29th I have made an investigation of the circumstances in connection with the failure of the spring belonging to Mr. Dan Russell of Yoncalla, Oregon.

On the morning of June 30th I met with our District Maintenance Superintendent John Gunter and Section Foreman Carter at the aforementioned sight and after listening to their explanation of events during the past 7½ years during which time Mr. Russell's spring has operated satisfactorily we examined the slide area, concrete box in which the spring is encased, etc. which facts are in concurrance with the facts as stated in the foregoing correspondance in the Russell file which I return herewith.

I have taken photos of the slide area, spring, concrete box, showing their relative location one another. The slide area was about 500 feet from the spring and I feel certain had no bearing whatsoever on the failure of the spring.

After receiving Mr. Russell's initial complaint re failure of the spring our maintenance men under Mr. Carter probed for and located the concrete box encasing the spring. They removed the cover and shovelled out about 5 or 6 ordinary buckets full of dirt which had silted into the box, leaving the cover off of the box when through with their work.

It is my opinion that because of our exploring for and digging out the silt in the box Mr. Russell has interpreted this action on our part as admitting liability for the spring failure.

An unidentified woman tenant on the Russell property questioned me while there, in the presence of Mr. Gunter, as to whether the Department was going to do anything to alleviate Mr. Russell's troubles. I told her that we were ofcourse very sorry that his spring had dried up but that I did not feel that it was up to the Department to do anything about it. I suggested to Mr. Gunter and Mr. Carter, our maintenance men, that if they receive any more phone calls from Mr. Russell to advise him to contact the Salem Office.

Frank I. Towle
FRANK I. TOWLE
Engineering Investigator

FIT
Encl. 5 Photos.

ASSIGNMENT

Date: June 28, 1961 No. 1141 By PMS

Description: Correspondence which originated with a letter dated 6-5-61 from Dan R. Russel of Yoncalla, Oregon, concerning a drainage problem.

Acknowledged by_____ Referred to Mr. Lindas

__Investigate and report with recommendation
__Such action as necessary and report
XX Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
P.M. STEPHENSON
FOR FILING

RECEIVED
JUN 29 1961
LEGAL & RIGHT OF WAY

Executed____________ Report Received July 6 61

IGHWAY DEPARTMENT
ENT CORRESPONDENCE
g, Oregon
8, 1961

UBJECT: File No. 19468
Divide-Rice Hill Section
Pacific Highway
Douglas County

REFERRED 6-29-61
TO Towle
Inv & Report
LEONARD I. LINDAS

Phillips teletype request of
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Mr Russell is making a practice of calling this office several times a week to see if we have any information and it would be appreciated if an early decision could be reached.

J F Putnam
Ass't Division Engineer

JFP:by
encl.

NOTED
J. A. PHILLIPS

FORM 5-50X 50M 7-60 29396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 28, 1961

SUBJECT: File No. 19468
Divide-Rice Hill Section
Pacific Highway
Douglas County

To: Mr I A DeFrance
Maintenance Engineer
Salem, Oregon

REFERRED 6-29-61
TO Towle
Inv & Report
LEONARD I. LINDAS

In compliance with Mr Phillips teletype request of June 28, we are forwarding herewith a copy of the sketch map which was originally submitted regarding the spring on subject file.

Mr Russell contacted me by phone this morning and was quite upset that this matter has not been resolved. He has 30 head of cattle requiring water which he does not have. He also says that he cannot understand our interpretation ofoperations being considered as construction operations in that the highway is an operating facility.

This morning he brought in a new concept, claiming that the slide which we have shown on the sketch just south of the overhead structure caused the loss of the water. It is my contention that this slide had nothing whatsoever to do with the original source of the water. It was a minor skin slide where approximately 100 yards sluffed from the solid sandstone face, thus it could not have done the cutting o ff of any vien of water supplying the spring.

Mr Russell is making a practice of calling this office several times a week to see if we have any information and it would be appreciated if an early decision could be reached.

J F Putnam
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Ass't Division Engineer

JFP:by
encl.

NOTED
J. A. PHILLIPS

FORM E-30X 50M 7-60 29396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1961

SUBJECT: Complaint re: Spring Failure
Dan R. Russell Property
Divide-Rice Hill Section
US 99
R/W File #19468

REFERRED 6-29-61
TO Towle
LEONARD I. LINDAS

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer

Attached is a file of correspondence which originated with a letter dated June 5, 1961, from Mr. Dan R. Russell of Yoncalla, Oregon, in which he complained that water from a spring, which had been piped to his property as a part of our right of way obligation, had failed after performing satisfactorily for a period of 7½ years.

Mr. DeFrance concurs in Mr. Rulien's recommendation that this matter by referred to the Legal Division for study and determination of the extent of our obligation, if any.

ORIGINAL SIGNED BY J. A. PHILLIPS

John A. Phillips
Assistant Maintenance Engineer

JAP:jre
Encl.

cc: F. D. Morgan
John L. Gunter

"FORM E-90X" 50M 7-60 28396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 16, 1961

SUBJECT: File #19468
Divide-Rice Hill Section
Pacific Highway
Douglas County

To: I. A. DeFrance
Maintenance Engineer
Salem, Oregon

Attached for your information is a copy of a letter from Mr. Dan R. Russell who owns property adjacent to the Pacific Highway at the Elkhead Road Interchange. Also attached is a sketch map which shows the approximate location of a spring box and pipe line. You previously received a copy of a letter to Mr. Russell from me.

There is a spring located northeasterly of the Elkhead Road Overcrossing which serve the Russell property. In the summer of 1953, and under the Elkhead Road-Rice Hill construction contract, this spring was enclosed in a concrete box, as shown on the sketch, and an outlet pipe was run to the right of way to supply water to Mr. Russell's cattle. This work was done as a part of our right of way obligation on the subject file.

A clause in our deed from Mr. Russell states "that in the event said spring is destroyed by grantees operations, it is hereby agreed that grantee shall provide a comparable alternate source of water". According to Mr. Russell this spring has functioned satisfactorily for the past many many years. It has now gone dry. There is no question but what the spring has functioned satisfactorily for the past 7½ years, which is the amount of time which has elapsed since our construction in this area.

It is my recommendation that the Legal Department advise us of our obligation in this matter. It is our feeling that satisfactory performance of this spring for a period of 7½ years following our construction activities in this area relieves us of any further obligation.

L. W. Rulien
Asst. Division Engineer

LWR:ds
encl.

ELKHEAD ROAD-RICE HILL UNIT
DIVIDE-RICE HILL SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY
OREGON
3
T. 22 S, R 4 W, W.M.
Dan Russell
Feed Store
Yoncalla
ELKHEAD ROAD INTERCHANGE
Pumphouse
Spring
ELKHEAD ROAD OVERCROSSING
TYPICAL SECTION

[illegible]

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

[illegible]

Roseburg, Oregon
June 16, 1961

Mr. Dan R. Russell
Yoncalla, Oregon

Dear Mr. Russell:

This will acknowledge receipt of your telephone call today wherein you advised that the spring which is located on our right of way at the Elkhead Road Interchange has gone dry and that your cattle are now in want of water.

I can only recommend that you make provisions to supply your cattle with water from some alternate source. It is our feeling that the fact that the spring has functioned satisfactorily for the past 7½ years fulfills our obligation in the matter. However, we have referred this problem to the Salem office for final decision.

Very truly yours,

L. W. Rulien
Asst. Division Engineer

[illegible]:de

COMMISSIONERS
M. W. McIVER CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY MEMBER
WASCO
GLENN L. JACKSON MEMBER
MEDFORD
FLOYD QUERY SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

Roseburg, Oregon
June 9, 1961

Mr. Dan R. Russell
Yoncalla, Oregon

Re: File #19468
Divide-Rice Hill Section
Pacific Highway

Dear Sir:

This will acknowledge receipt of your letter of June 5, 1961, in which you advise that the spring located at the Elkhead Road Interchange has failed. District Maintenance Superintendent John L. Gunter inspected the spring and also discussed this matter with you.

I find, in reading the deed which covers our purchase of right of of way from you, the following clause:

"This conveyance is executed and transferred upon the condition that the grantee shall box the spring lying easterly of Highway Engineer's Station 710+00 and pipe water from said spring to the edge of the right of way approximately opposite Highway Engineer's Station 707+00. Said pipe shall be placed in a sleeve under all roadways. In the event said spring is destroyed by grantee's operations it is hereby agreed that grantee shall provide a comparable alternate source of water."

Our work in the immediate area of the spring consisted primarily of embankment construction and as a part of our work we enclosed this spring in a concrete box and piped an outlet to the right of way line. This work was done during the summer of 1953. Apparently the spring has proved satisfactory for the past 7 years and, therefore, there is a question as to the extent of our obligation in this matter.

Please be advised that we are giving this our attention and you will hear further from us in the future.

Very truly yours,

L. W. Rulien
Asst. Division Engineer

LWR:ds
cc: I. A. DeFrance

NOTED

HARDWARE
BUILDING SUPPLIES
PAINT
FEED · SEED
FERTILIZER

YONCALLA FEED & SUPPLY

DAN R. RUSSELL, MANAGER
FRED BOOTH, OWNER

YONCALLA, OREGON
PHONE VICTOR 9-2146

June 5, 1961.

Division Engineer
Oregon State Highway Dept.,
Roseburg, Ore.

Dear Sir:

This letter is in reference to the spring that the State acquired under Real Estate Option #19460 in December 1952. In this option the State agreed to maintain the spring or provide a comparable source of water. The spring box was to be constructed 3' square, 5' underground, and 1' above ground. I don't know just where it is located now, but your records will show as it was necessary for your men to clean it out some years ago.

The spring has never failed in the last 30 years to run a 1" stream, and since the highway was moved in it has run that large a stream after watering stock. It is now to the point that it doesn't run over and 3 cows could drink all it is producing. It is very essential that something be done immediately beforb the ditch dries up as my cows will be without water.

I would appreciate any speed you can give this matter.

Very truly yours,

Dan R. Russell.

RECEIVED
JUN 29 1961
FORM E-30 50M 7-60 29395
FOR FILING

7371-179(4

4019

Assignment No. 1141 - PMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1961

SUBJECT: Complaint re: Spring Failure
Dan R. Russell Property
Divide-Rice Hill Section
US 99
R/W File #19468

To:

1141

Mr. P. M. Stephenson
Assistant State Highway Engineer

Attached is a file of correspondence which originated with a letter dated June 5, 1961, from Mr. Dan R. Russell of Yoncalla, Oregon, in which he complained that water from a spring, which had been piped to his property as a part of our right of way obligation, had failed after performing satisfactorily for a period of 7½ years.

Mr. DeFrance concurs in Mr. Rulien's recommendation that this matter by referred to the Legal Division for study and determination of the extent of our obligation, if any.

John A. Phillips

John A. Phillips
Assistant Maintenance Engineer

JAP:jre
Encl.

cc: F. D. Morgan
John L. Gunter

RECEIVED
[illegible]
STA [illegible]

State: Oregon

Project No.: BFI-189(16)

MODIFICATION OF PROJECT AGREEMENT

The project agreement heretofore entered into on the 19th day of February, 1954, between the Commissioner of Public Roads and the Oregon State Highway Commission for the construction of Oregon Project BFI-189(16), is hereby modified to change the approved estimate of cost to $1,237,867.84 and the Federal funds set aside to the credit of the project to $767,000.00, which does not exceed the authorized Federal pro rata share of the approved estimated cost.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Dated this 25th day of April, 1957.

OREGON STATE HIGHWAY COMMISSION

By: ____________________
Chairman, State Highway Commission

By: ____________________
Member, State Highway Commission

By: ____________________
Member, State Highway Commission

D FOR APPROVAL
HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By: C G Polk
District Engineer
U.S. Bureau of Public Roads

Oregon State Highway Department

Federal Aid
Project No. EFI-189(16)

ANLAUF-RICE HILL SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for modified project agreement. Based on final construction quantities at low bid prices and approved Price Agreements, etc.)

Salem, Oregon, March 15, 1957

Type Code 6201
2-Lane Roadway (Sta. 463/50 to Sta. 682/45)(Sta. 713/54 to Sta. 930/94)
(Sta. 951/45 to Sta. 1029/60)(Sta. 1037/63 to Sta. 1050/27)
(Contract No. 4019)

105.4 lin. ft.	Metal Guard Rail, Concrete or Metal Posts	$3.00	$ 316.20
35 only	Corrugated Metal Sight Posts	3.00	105.00
141,449 cu. yds.	3" - 0 Rock in Base	2.10	297,042.90
28,321 cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.10	59,474.10
7,928.9 M-gals.	Sprinkling	1.50	11,893.35
348.2 cu. yds.	3/4" - 0 Rock in Binder Course	2.00	696.40
33.29 tons	RC-3 Asphalt in Binder Course	36.00	1,198.44
27,140 tons	Class "B" Asphaltic Concrete	5.40	146,556.00
2,478 cu. yds.	Aggregates in Oil Mat Wearing Surface	3.00	7,434.00
165.14 tons	150-200 Asphalt in Oil Mat Wearing Surface	40.00	6,605.60
P.A. #5	Approved Price Agreements		
123.41 tons	RS-2 Emulsified Asphalt in Seal Coat	$45.00	$ 5,553.45
588 cu. yds.	¼" - #10 Aggregate in Seal Coat	3.00	1,764.00
	Subtotal		$538,639.44
	10% Engr. & Cont.		53,863.94
	Total		$592,503.38

Length of Roadway 9.912 Miles
Length of 9 Structures 0.093 Mile (Exceptions)
Total Length 10.005 Miles
Cost of Roadway Per Mi. $59,776.37

Type Code 6201
3 Lane Roadway (Sta. 314/47 to Sta. 367/00)(Contract No. 4019)

36 only	Corrugated Metal Sight Posts	$3.00	$ 108.00
18,597 cu. yds.	3" - 0 Rock in Base	2.10	39,053.70
3,020 cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.10	6,342.00
7,227.4 M-gals.	Sprinkling	1.50	10,841.10
3,717 tons	Class "B" Asphaltic Concrete	5.40	20,071.80
233 cu. yds.	Aggregates in Oil Mat Wearing Surface	3.00	699.00
19.64 tons	150-200 Asphalt in Oil Mat Wearing Surface	40.00	785.60

P. A. #5	**Approved Price Agreements**		
14.68 tons	SS-2 Emulsified Asphalt in Seal Coat	$45.00	$ 660.60
55 cu. yds.	" - #10 Aggregates in Seal Coat	3.00	165.00
	Subtotal		$ 78,726.80
	10% Engr. & Cont.		7,872.68
	Total		$ 86,599.48

Length of Roadway 0.[illegible]5 Mile
Cost of Roadway Per Mi. $[illegible]7,334.65

Type Code 6201
4 Lane Roadway (Sta. 295+00 to Sta. 314+47) (Sta. 367+00 to Sta. 463+50) (Sta. [illegible]+45 to Sta. 713+54) (Sta. 730+[illegible] to Sta. 751+45) (Sta. 102[illegible]+60 to Sta. 1037+63) (Contract No. 4019)

102.5 cu. yds.	Structural Excavation, Unclassified	$3.00	$ 307.50
3,830.3 cu. yds.	General Excavation, Unclassified	0.50	1,915.15
18 only	Concrete Catch Basins	50.00	900.00
815 lin. ft.	8-inch Metal Drain Pipe	2.00	1,630.00
383 cu. yds.	Concrete Traffic Markers	30.00	11,490.00
2,018 only	1" x 7" Boat Spikes	0.07	141.26
908.1 lin. ft.	Metal Guard Rail, Concrete or Metal Posts	3.00	2,724.30
615 only	Corrugated Metal Sight Post	3.00	1,845.00
121,725 cu. yds.	3" - 0 Rock in Base	2.10	255,622.50
20,720 cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.10	43,512.00
1,158.3 M-gals.	Sprinkling	1.50	1,737.45
363.8 cu. yds.	3/4" - 0 Rock in Binder Course	2.00	727.60
33.28 tons	RC-3 Asphalt in Binder Course	36.00	1,198.08
28,143 tons	Class "B" Asphaltic Concrete	5.40	151,972.20
3,593 cu. yds.	Aggregates in Oil Mat Wearing Surface	3.00	10,779.00
233.27 tons	150-200 Asphalt in Oil Mat Wearing Surface	40.00	9,330.80
3,705 lin. ft.	2½-inch Asphaltic Concrete Traffic Markers	0.50	1,852.50
P. A. #5	**Approved Price Agreements**		
174.32 tons	SS-2 Emulsified Asphalt in Seal Coat	$45.00	$ 7,844.40
854 cu. yds.	" - #10 Aggregate in Seal Coat	3.00	2,562.00
P. A. #10			
25.48 bbl.	Cement Adjustment (Credit)	4.85	Cr. 123.57
	Subtotal		$507,968.17
	10% Engr. & Cont.		50,796.82
	Total		$558,764.99

Length of Roadway 3.278 Miles
Length of 4 Structures 0.053 Mile
Total Length 3.331 Miles
Cost of Roadway Per Mile $170,459.11

[illegible]

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$592,503.38	$367,123.00	$225,380.38
3 Lane Roadway	86,599.48	53,658.00	32,941.48
4 Lane Roadway	558,764.98	346,219.00	212,545.98
	$1,237,867.84	$767,000.00	$470,867.84

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939; Chap. 491, Laws 1951;
Chap. 20, Laws 1953.
State Funds for Maint.: Chap. 529, Laws 1939.

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RECEIVED
OCT 2 - 1964
FOR FILING
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Form PR-2 (Revised [illegible])

1130

State Oregon

Project No. BFI-189(16)

11 54

Federal Aid Bond Issue

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of February, 1954,

by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 1953, a program, which was approved on the 1st day of September, 1953; for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved ~~recommended for approval~~ by the District Engineer of the Bureau of Public Roads on the 9th day of September, 1953; and

Whereas the District ~~Division~~ Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of seven hundred twenty-one thousand and 00/100 dollars ($721,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Proceeds of Bonds authorized by Chapter 491, Oregon**
(Include date and citation of
Laws 1951, viz.:
act of legislature by which authorized)

~~(b) From other sources~~

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Mar. 1, 1953	Mar. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 295+00 in the SE 1/4, Section 30, T. 21 S., R. 4 W., W.M., and survey station 1050+27.4 in the NE 1/4, Section 33, T. 23 S., R. 5 W., W.M., except stations 313+15 to 314+05, 460+06 to 460+94, 607+55 to 608+55, 631+95 to 633+25, 710+80.06 to 711+80.45, 908+74 to 910+41, and 1043+84 to 1044+79, length 14.185 miles, in Douglas County, being Oregon Federal Aid / Bond Issue project No. BFI-189(16), consisting of 14.185 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~or a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seven hundred twenty-one thousand and 00/100 dollars ($721,000.00), which does not exceed the authorized Federal pro rata share of one million, one hundred sixty-four thousand, four hundred sixty-four and 40/100 dollars ($1,164,464.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting *Division Engineer,*
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879-4

A

RECEIVED
DEC 19 1956
FOR FILING

H C Williams

December 10, 1956

Anlauf-Rice Hill Unit
Divide-Rice Hill Section
~~Contract No. 4019~~
5FI 159 (?)

FINAL COST ANALYSIS

Paving
Porter W. Yett, Contractor
Robert T. Ewen, Resident Engineer

Pacific Highway
Prefix: 10-1084

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
4019 ~~Struc. Excav., Unclass.~~	102.5	Cu. Yd.	$ 3.00	$ 2.01	$ 207.02	$ 307.50
Gen. Excav., Unclass.	3,830.3	Cu. Yd.	0.50	.34	1,288.20	1,915.15
Concrete Catch Basins	18	Each	50.00	59.89	1,077.95	900.00
8" Metal Drain Pipe, Coated	815	Lin.Ft.	2.00	2.83	2,308.29	1,630.00
****Concrete Traffic Dividers	383	Cu. Yd.	30.00	28.94	11,080.70	11,490.00
****½"x7" Boat Spikes	2,018	Each	0.07	0.11	217.80	141.26
**Metal Guard Rail	1,013.5	Lin.Ft.	3.00	3.00	3,040.50	3,040.50
**Corr. Metal Sight Posts	686	Each	3.00	3.00	2,058.00	2,058.00
*3"-0 Rock in Base	281,771	Cu. Yd.	2.10	2.25	635,905.87	591,719.10
*3/4"-0 Rock in Base and Shoulder	52,061	Cu. Yd.	2.10	2.25	117,205.06	109,328.10
Sprinkling	16,314.6	M/gal.	1.50	1.35	22,073.94	24,471.90
3/4"-0 Rock in Binder Course	712	Cu. Yd.	2.00	2.18	1,557.36	1,424.00
RC-3 Asph. in Binder Course	66.57	Ton	36.00	48.91	3,256.07	2,396.52
Class "B" Asph. Conc.	59,000	Ton	5.40	4.76	280,665.79	318,600.00
***Agg. in Oil Mat Wearing Surface	6,304	Cu. Yd.	3.00	2.95	18,577.70	18,912.00
***150-200 Asph. in Oil Mat Wearing Surf.	418.5	Ton	40.00	40.00	16,722.00	16,722.00
2½ Asph. Conc. Traffic Markers	3,705	Lin.Ft.	0.50	0.39	1,433.82	1,852.50
PA #3 RS-1 Emuls. in Fog Coat	19.89	Ton	78.00	94.93	1,888.18	1,551.42
***PA #5 RS-2 Emuls. Asphalt	312.41	Ton	50.00	43.50	13,589.84	15,620.50

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Revenue (Gross)
***PA #5 ¼"-#10 Seal Coat Aggregate	1,497	Cu. Yd.	$ 6.50	$ 5.50	$ 8,233.50	$ 9,730.50
PA #6 Class "A" Conc.	413	Cu. Yd.	40.00	36.00	14,868.00	16,520.00
PA #6 7" Boat Spikes	3,856	Each	0.15	0.11	416.26	578.40
PA #7 Purchase Asph. Traffic Marker Forms	36	Each	7.00	7.00	252.00	252.00
***PA #8 RS-2 Asph. in Oil Mat Wearing Surf.	130	Ton	45.00	43.50	5,655.00	5,850.00
PA #9 ½"-¼" Seal Coat Agg. in S.P.	1,648.3	Cu. Yd.	3.45	3.25	5,356.98	5,686.64
PA #10 Cement Adj. Favor of State	25.48	Bbl.	4.85			- 123.58
PA #11 Purchase Excess 3"-0 Cr. Mat'l	6,073	Cu. Yd.	1.285	1.31	7,962.29	7,803.81
PA #11 Purchase Excess 3/4"-0 Cr. Mat'l	2,686	Cu. Yd.	1.285	1.31	3,520.49	3,451.51
PA #11 Purchase Excess ½"-¼" Cr. Mat'l	73	Cu. Yd.	1.285	1.31	96.14	93.81
PA #12 Add. All. for Conc. Catch Basin	6	Each	22.66			135.96
PA #13 Extra Truck Haul on 3/4"-0 Cr. Mat'l	3,289.1	Yd. Mi.	0.12			394.69
PA #14 Refinishing Base	100%	All	2,079.32	1,179.37	1,179.37	2,079.32
PA #14 Extra All. on Class "B" Asph. Conc.	645.92	Ton	3.38			2,183.21
Force Account					32,877.62	33,822.83
					$1,214,571.74	$1,212,539.55

* E. C. Swaggart

** T. W. Thomas

*** Oregon Asphaltic Paving Co.

**** Wm. E. McCorkle

(F.A.) R. H. Hientz

(F.A.) Babler Brothers

(P.A. #9) W. W. D. Corporation

Explosives D. C. Toye Co.

Gross Revenue	$1,212,539.55
Total Cost	1,214,571.74
Net Loss	$ 2,032.19

Net Loss Equals 0.17% of Total Cost

DETAIL OF COST

Labor:					
Labor and Supervision				$294,703.40	
Labor Insurance				21,218.64	
Health and Welfare				7,334.42	$ 323,256.46
Materials:					
RS-1 Asphalt in Fog Coat	19.89 Ton	at	$28.70	$ 1,053.37	
Catch Basin Grates	6 ea.	at	$18.50	$ 111.00	
Class "A" Conc. in Catch Basins	4 c.y.	"	18.375	73.53	
8" Metal Drain Pipe	815 l.f.	"	1.40	1,141.00	
Bands for 8" Metal Drain Pipe	50 ea.	"	1.40	70.00	
RC-3 Asph. in Binder Course	66.57 ton	"	31.95	2,126.91	
Class "B" AC purch. for 3,705 l.f. Asph. Conc. Traffic Markers	25.44 ton	"	6.50	165.36	
Materials in Force Account				733.76	
Traffic Marker Forms (become the property of the State)				252.00	
Asphaltic Concrete Paving (Asph. 85/100 & 100/200)				103,799.29	$ 109,526.19
Equipment Rental and Misc. Supplies:					
Equipment Rental, Owned				$167,550.40	
Equipment Rental, Hired				87,633.37	
Gas, Oil, and Grease				46,094.65	
Freight				1,814.55	
Bond				9,062.08	
Fuel Oil (for AC Plant Dryer)				14,815.78	
Small Tools & Misc. Supplies				4,031.50	
Power				13,399.65	
Home Office & General Overhead				46,094.65	$ 380,767.16
					$ 813,549.81
Sub-Contractors and Others:					
E. C. Swaggart				$208,598.75	
D. C. Toye Co. (Paid for drilling & shooting)				85,365.27	
Oregon Asphaltic Paving Co.				62,778.04	
Wm. E. McCorkle				26,582.76	
T. W. Thomas				5,098.50	
Drain Home Builders				600.00	
R. A. Heintz (Force Acc't Orders)				5,156.63	
Babler Bros. (Paid for 2 assembled cattle guards, F. A.)				1,485.00	
W. W. D. Corporation (Price Aggrement No. 9)				5,356.98	$ 401,021.93
TOTAL COST					$1,214,571.74

Remarks:

This was a "Regular Federal Aid Project" calling for construction of 14.20 miles of rock base and shoulders, involving 334,544 cubic yards of crushed rock; construction of 5[illegible],000 tons of asphaltic concrete pavement; and construction of oil mat wearing surface, Type C-11, on highway shoulders, frontage roads, county roads and road connections on the Anlauf-Rice Hill Unit, part of the Divide-Rice Hill Section of the Pacific Highway in Douglas County.

This project was bid and awarded September 24, 1953. Work started February 15, 1955 and was completed November 2, 1955.

On February 15, 1955, the E. C. Swaggart Company, subcontractor for Porter Yett, moved in some drilling equipment into the Long quarry and began drilling test holes. Also, some work was being done on the quarry access road.

During the week ending February 27, Porter Yett moved in one D-8 and one H-7 caterpillar tractor dozer for the purpose of stripping Boucock quarry; however, poor progress was made because of wet weather conditions.

March 1st, the contractor began moving in more equipment and his crushing plant so as to be well prepared for future progress as soon as the weather would break. Work on quarry stripping was halted March 8 because of extremely wet conditions. No more work was attempted until March 14 and then most work was done on stripping the quarries. Both of these quarries had to be stripped to a greater depth than first anticipated.

E. C. Swaggart began crushing operations on Thursday, April 24, stockpiling the crushed material. Porter Yett completed setting up his plant in Boucock quarry but hadn't begun crushing at this time. 3"-0 rock, crushed at this time was stockpiled at the quarry awaiting preparation and conditioning of the subgrade. The fence around Boucock quarry was placed during this same period.

The two weeks following May 15, both crushing plants were having breakdowns because of power failures and too much large rock that had to be reduced in size so that the crusher could handle it. The large rock apparently was the cause of great cost in shooting and causing the costs of crushed rock to show a loss over revenue. Both Porter Yett and Swaggart planned to put on two shifts. Production per shift each was averaging 1,000 cubic yards.

June 26: To date Porter Yett, working one shift, Swaggart, two shifts. Porter Yett's plant production has been poor because of mechanical troubles and power failures. Porter Yett placed 31,000 cubic yards of 3"-0 on grade and Swaggart placed 32,000 yards of 3"-0 and 11,000 cubic yards of 3/4"-0 in stockpiles. Reports on rock samples (3/4"-0) have indicated too much P.I. and excess passing the ¼-inch screen.

July 3, Porter Yett worked 10 hour shifts and Swaggart two 10-hour shifts, with production 1,600 cubic yards and 2,200 cubic yards respectively per day. Both quarries lacked space for drill and shooting ahead of crusher production. Both quarries were opened up over a greater area to correct this condition.

July 31, three graders, three rollers (one more having been added by request), three water trucks were working to correct and secure the necessary compaction required on the base rock. No change in production hours had yet been made on rock production.

By August 21, the crushing plants were obtaining greater production as the quarries were producing better materials. Production by Porter Yett had increased to 1,900 cubic yards per day and Swaggart to 2,200 with two shifts reduced to nine hours per shift.

Paving work was started October 6, at Station 711 and progressed south to Station 792, base course only being placed in this area this time; production tonnage was estimated at 3,500 tons, ending Saturday evening. Base rock was still being placed on other areas during the same period. 211,273 cubic yards of base placed to date; 58,350 cubic yards remaining to be done. Paving was halted for the season at 1:30 P.M., Thursday, October 21, 1954. Rock production and placing still continued.

November 6, the subgrade at Station 316, once corrected, had shown signs of hydrostatic pressure, and had "heaved" in three locations. No base rock was to be placed on this area until State Forces had completed drilling on the slide at Station 450. All trucks had been removed from the job by this date. All rock hauling was being done with bottom dump Euclids.

November 27, 1954, E. C. Swaggart stopped crushing and removed his plant. Porter Yett continued to crush 3/4"-0 material. Only one grader and two rollers processing 3" and 3/4" material on grade.

On December 22, the contractor stopped placing base rock for this year; however, he continued crushing and stockpiled the material.

Porter W. Yett began crushing hot plant aggregate during the first week of January, 1955. From this time to April, the contractor worked his crushing plant off and on, with several days lost because of snow, rain, and power failures.

During the week of April 6, the contractor disassembled and removed his crushing plant from Boucock quarry.

The contractor started grading operations in April in preparation for paving, using one grader and two trucks for hauling and spotting material to adjust the grade. The following week two more trucks were added to the equipment on hand and were used in placing 3/4"-0 material on the base. The week ending May 14, 1955, the contractor placed 3"-0 base rock south of Station 1055 and on the Ybr line of the Yoncalla interchange. The placing and processing of 3/4"-0 material between Stations 940 and 1035 also took place. During this same period, the contractor erected his Asphalt Paving plant in preparation for paving which he had contemplated started on Monday, May 16.

Paving operations started May 31, 1955 and considerable difficulty was encountered at the plant because of stockpile rock compaction, improper feeding of aggregates into the plant, and other minor adjustments. Paving was halted Friday, June 3 because of rain. Only 1,790 tons had been placed during the week. The following week, 3,200 tons of A.C. had been placed. The low production was possibly due to insufficient quantities of asphalt, poor feeding assembly, and short working hours. By June 25, average daily tonnage had been increased to 1,100 tons. The increase was due to plant corrections and shift hours increase to 10 hours per day.

Production was not yet to maximum during the following two weeks and this was due to wet weather conditions prohibiting the placing on asphaltic concrete.

By August 6, 53,000 tons of A.C. had been placed. Other operations such as shoulder oiling, seal coat as per price agreement, RC-3 binder course, and concrete traffic separators, A.C. paving were finished August 13, 1955.

The Oregon Asphalt Paving Company moved in Friday, August 19, 1955, and made preparations to begin oiling operations the following Monday morning.

By September 17, 1955, this project was nearing completion. Some delays were encountered by McCorkle Co., subcontractor, on the concrete traffic dividers. This delay was caused by being unable to secure ready-mix concrete when it was needed. Several structures on the Goshen-Divide Unit were being poured during this same period, and the same source of supply for ready-mix was used by both projects.

Final work and cleanup was completed November 2, 1955.

The loss incurred by the contractor was apparently caused by many factors. Conditions of rock found in Boucock quarry were poor. There was insufficient working space in this quarry. Also, a great deal more stripping than anticipated was required. Rock was of poor quality for paving aggregate. Weather conditions were not normal and caused several delays.

M. N. Juve
Chief Cost Analyst

By

Gordon Hansen

RECEIVED
JUN 28 1956
FOR FILING

[illegible]

4019

June 28, 1956

Continental Casualty Company
Seattle Branch Office
105 Cobb Building
Seattle 1, Washington

ATTENTION: Edna Fall
Surety Department

Dear Miss Fall:

The revised total contract price on contract #4019 for work on the Anlauf-Rice Hill Section of the Pacific Highway, performed by Porter W. Yett, has been computed at $1,212,539.55. This revised amount includes the force account item of $33,822.83.

This work was performed as a part of contract #4019, even though it is in excess of the original amount of the contract and bond. The performance bond furnished with the contract is provided to cover the entire amount of the contract, whether the final contract price be more or less than the amount originally stipulated.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

ROY TUCHBREITER
PRESIDENT

JOHN A. HENRY
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

EUGENE S. GOSNEY
Associate Manager

SEATTLE BRANCH OFFICE
105 COBB BUILDING
SEATTLE 1, WASHINGTON
TELEPHONE MAIN 7410

BURTON F. HARRIS
Associate Manager

June 25, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer: Re: #924033 - Porter W. Yett - Improvement of Pacific Highway, Anlauf-Rice Hill Section - #4019

Status Report completed as of April 4, 1956 indicated the final contract price as $1,208,277.02. We now have advices from our Home Office in Chicago that your Department has informed them that the revised total contract price is $1,212,539.55. Was the bond extended to cover force account items of $33,822.83 or was it limited to work performed for the figure last stated?

Yours truly,

Edna Fall

Edna Fall
Surety Department

EF

REFERRED TO
BY SECRETARY

RECEIVED
JUN 26 1956
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 15, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4019	21 Post-Final	Porter W. Yett	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12182	R-153087	$ 4,262.53	6/14/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1954

Time Extensions: to Oct. 13, 1955

Completion Date: Oct. 13, 1955

Date Accepted: March 1, 1956

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 6-15-56

To the Accounting Division:

Release of the above warrant is hereby authorized

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUN 15 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUN 8 - 1956
FOR FILING

[illegible]

4-11

June 8, 1956

CERTIFIED MAIL

Continental Casualty Co.
310 So. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission has for immediate release a post-final payment for Porter W. Yett in connection with contract No. 4019, for paving on Anlauf-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas County.

This post-final payment is in the amount of $4,262.53. The revised total contract amount is $1,212,539.55, of which amount $33,822.83 represents force account items.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
APR 12 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 10, 1956

(CONTRACT NO.) [illegible]	(EST. NO.)	(CONTRACTOR)
4019	20-Final	Porter W. Yett

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6683	R-147482	$ 36,624.65	4/10/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1954

Time Extensions: to Oct. 13, 1955

Completion Date: Oct. 13, 1955

Date Accepted: March 1, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-11-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By ______________
Assistant Secretary

NOTED ON CARD

Warrant Mailed: APR [illegible] 1956

Ruth Rawlings

RECEIVED
APR 11 1956
FOR FILING

STONE PLANT—ROCKY POINT, OREGON SHIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT
Contractor

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E AINSWORTH ST. PHONE At 2 -3251 PORTLAND 13, OREGON

April 4, 1956

4019

NOTED
W. C. WILLIAMS

Mr. W. C. Williams,
Deputy State Highway Engineer
Salem, Oregon

Re: Yoncalla Contracts

Dear Mr. Williams:

We enclose herewith complete combined cost records on Contracts No. 4019, No. 4020, No. 4213. We are presenting these records to you for your information in as much as we have presented additional claims amounting to approximately $8,501.45.

We have thoroughly analyzed all the operations and as you can see by the percentages applied to the various divisions of cost, indicate that in plain language, we just did not have enough money to perform the work for our bid prices.

It is true, we had two very rough seasons from a weather standpoint, but all in all the percentages of materials and supplies, machinery and equipment repair, labor and overhead costs, etc. are in line dollar percentage wise.

We would appreciate it if you will consider this information as confidential.

Very truly yours,

PORTER W. YETT

By Porter W. Yett

PWY/c

Enc. (1)

Mr. [illegible] a copy [illegible] for [illegible]

DESIGNERS OF CONCRETE STONE AND GRAVEL PLANTS

Yoncalla Costs Includes Contracts No. 4019 - [illegible]. 4020 - No. 4213

Years - 1954 & 1955

	1954	1955	2 year Totals	% of Costs to Income
Materials & Supplies	65,127.20	126,670.22	191,797.42	22.48
Mchy. & Equip. Repair	108,494.37	53,286.36	161,780.73	18.96
Small Tools	721.54	299.74	1,021.28	.12
Move & Haul	1,538.02	375.74	1,913.76	.22
Rentals Equipment	49,942.77	10,417.87	60,360.64	7.08
Truck Rentals	41,161.08	33,296.11	74,457.19	8.73
Labor	197,320.00	109,627.18	306,947.18	35.98
Payroll Taxes	14,500.48	8,571.12	23,071.60	2.70
Health & Welfare	4,759.88	2,985.27	7,745.15	.91
	483,565.34	345,529.61	829,094.95	97.18
Overhead	49,524.83	28,260.76	77,785.59	9.12
Depreciation	28,997.54	13,932.73	42,930.27	5.03
Total Costs	562,087.71	387,723.10	949,810.81	111.33
Total Income	521,804.71	331,289.52	853,094.23	100.00
Loss	40,283.00	56,433.58	96,716.58	11.33

RECEIVED
JU APR 4 - 1956
FOR FILING

[illegible]

[illegible]

8

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3rd, 1956

SUBJECT: Anlauf-Rice Hill Section

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

At a recent conference with Porter W. Yett concerning some matters not in your division, he handed us a letter in which he makes three claims which I will not detail as I am attaching a copy of Mr. Yett's letter and supporting data. I understand that part of these claims have been agreed upon and negotiation is in progress on the remaining items.

Please take appropriate action and advise this office as to your recommendations. The supporting data was handed to us in a single copy, which is being transmitted to you; therefore, please return it with your recommendations.

Forrest Cooper
Construction Engineer

FC:AR
Enc.

cc to: W. C. Williams

RECEIVED
APR 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 2 - 1956
FOR FILING

4-17

March 30, 1956

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

Reference is made to your letter of March 29 regarding reduction in quantity of 3" - 0 crushed material purchased under Price Agreement No. 14, Contract No. 4019, Anlauf-Rice Hill Unit, Divide-Rice Hill Section in Douglas County.

The 230 cu. yds. reduction were from quarries as follows:

Long quarry		- 6 cu. yds.
Beucock quarry		-224 cu. yds.
	Total	-230 cu. yds.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]

STONE PLANT—ROCKY POINT, OREGO SHIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT
Contractor

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E AINSWORTH ST. PHONE At 2-3251 PORTLAND 13, OREGON

March 29, 1956

Oregon State Highway Department
Salem, Oregon

Gentlemen:

We are in receipt of Estimate No. 20-Final, Contract No. 4019, Anlauf-Rice Hill Unit, Divide-Rice Hill Section, Pacific Highway.

We wish to call your attention to Price Agreement No. 11, "Purchase excess 3"-0 crushed material". The approved copy of Price Agreement No. 11 is for 6,303 c.y. of 3"-0 crushed material, however the final estimate lists the total quantity of 3"-0 crushed material of 6,073 c.y. or 230 c.y. less than the approved price agreement.

Due to subcontractors being involved in price agreement No. 11, will you please advise if the deduction in yardage was made on the 3"-0 stockpile at Long Quarry crushed by E. C. Swaggart, or the stockpile at Long Quarry crushed by E. C. Hall Co., or the stockpile at Boucock Quarry.

-224 less - 6 less

Very truly yours,

PORTER W. YETT

By Porter W. Yett

Ted Boehme
3-30-56

PWY/c

RECEIVED
MAR 30 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 27 1956
FOR FILING

March 27, 1956

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4019 for paving on Anlauf-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas County was completed by the contractor, Porter W. Yett, on October 13, 1955 and was formally accepted by the Highway Commission on March 1, 1956.

Final payment in the amount of $36,624.65 will be released to the contractor on or after April 6, 1956. The total contract amount is $1,208,277.02, of which amount $33,822.83 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

RECEIVED
FEB 7 1956
FOR FILING

AFI-189(10)

4019

COPY

February 6, 1956

NOTED
W. C. WILLIAMS

Office Engineering Division
Oregon State Highway Department
Salem, Oregon

Gentlemen:

In accordance with Mr. W. C. Williams' letter of February 1, 1956, we, as directed by said letter, transmit herewith Statement of Materials and Labor Used by Contractor, USBPR Form PR-47, covering Contract No. 4019, Anlauf-Rice Hill Unit, Divide-Rice Hill Section, Douglas County, Oregon.

The Form as submitted, includes all the materials and labor used by the prime contractor and subcontractors who performed work on the project.

Very truly yours,

PORTER W. YETT

By____________________________

PWY/c

Enc. (1)

cc: Mr. W. C. Williams, Deputy State Highway Engineer
Mr. Tom Edwards, Division Engineer
Mr. Robert T. Ewen, Resident Engineer

RECEIVED
FEB 7 1956
OREGON
STATE HIGHWAY COMMISSION

February 1, 1956

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

Reference is made to your letter of January 26, 1956, to Resident Engineer Robert T. Ewen requesting that Contract No. 4019, Anlauf-Rice Hill Unit in Douglas County, be finalled.

Checking of the final quantities is progressing, and the voucher covering contract quantities is expected to be sent to you as indicated in our letter of January 18.

Payment of the voucher cannot be made until acceptance of the contract by the Highway Commission. The Statement of Materials and Labor Used by Contractor, USBPR Form PR-47, must be received before acceptance. We have been informed by Mr. Ewen that you were to submit the form directly to Salem.

We are enclosing two additional sheets of the form. One completed copy should be returned to the Office Engineering Division in Salem in time to be included for acceptance at the next Commission meeting to be held March 1 and 2.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

DBP:eh

RECEIVED
JAN 24 1956
FOR FILING

4 11

January 23, 1956

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Porter W Yett on contract No. 4019, for paving on Anlauf-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas County. This payment, in the amount of $17,253.04, will be released to the contractor on or after February 2, 1956. The retained percentage is $36,236.67.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

ED ON CARD

6

RECEIVED
JAN 19 1956
FOR FILING

January 18, 1956

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

In reply to your letter of January 17 concerning payments on the Anlauf-Rice Hill Project, Contract No. 4019, this will advise that the semi-final estimate has been received from Mr. Edwards and that the semi-final pay voucher is being prepared and will go forward to you tomorrow.

Checking of the final quantities is expected to be completed within three or four weeks and another voucher will be prepared and sent to you at that time. In that voucher, we will release the three per cent retainage.

If additional amounts are later agreed upon in settlement of presently unresolved claims, they will be paid on a subsequently prepared post-final voucher.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:la

STONE PLANT—ROCKY POINT, OREGON SHIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT
Contractor

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E. AINSWORTH ST. PHONE WEbster 3251 PORTLAND 13, OREGON

January 17, 1956

Mr. G. H. Probert
Oregon State Highway Department
Salem, Oregon

Dear Sir:

This is to advise you that Mr. Tom Edwards, Division Engineer, Roseburg, Oregon, advised us in a verbal telephone conversation January 12, 1956, that he would immediately transmit a Semi-Final Estimate on Contract No. [illegible]019.

All Price Agreements submitted by the Division office from Roseburg, were resolved except the proposed Price Agreements No. 12 and No. 13, which were not acceptable.

It was further agreed that the Semi-Final Estimate would be forwarded to the Salem Office with the understanding that the retained percentage of $35,7[illegible].07 would be reduced to a nominal amount. The Final Estimate could then be made as soon as we were in agreement.

5%

We would appreciate your checking the matter and advising us the status of the Estimate.

Very truly yours,

PORTER W. YETT

By Porter W. Yett

[illegible]/c

Semi-Final [illegible] 1-16-56

RECEIVED
JAN 18 1956
SALEM
STATE HIGHWAY COMMISSION

B

RECEIVED
NOV 23 1955
FOR FILING

[illegible]
4011

November 22, 1955

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from August 31, 1955 to November 30, 1955 within which to complete your contract No. 4019, for paving on the Anlauf-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas County.

We are pleased to inform you that the Highway Commission granted your request to October 13, 1955, the actual completion date of the contract, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Robert Ewan,
Resident Engineer

Forrest Cooper,
Construction Engineer

Form E-1-Rev 6-55-10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 19, 1955

Section Anlauf - Rice Hill Unit Divide - Rice Hill Sect.

Kind of work Paving

Highway Pacific

Section prefix 10-1084

Contractor Porter W. Yett

Contract number 4019

Date of contract September 24, 1953

Date of completion October XX31, 1954

Date work started February 15, 1954

Estimated date of completion October 13, 1955

Project authorization $1,282,426.00

Exclusive of Engineering $1,197,185.68

Per cent of time elapsed 100 + %

Estimated cost of completed project, exclusive of engineering $1,315,209.52

Estimated per cent overrun ~~xxxxxxxxx~~ 2.56 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $85,240.32

Engineering cost to date $85,161.62, 99.91 %

Date project was completed October 13, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate and all supporting data was submitted to Division office on Friday, November 18th.

One man is working on paving plan and profile which was not submitted with semi-final estimate.

This will be the last weekly report submitted for this project.

NOTED
OSCAR CUTLER

RECEIVED
[illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

NOTED
L. H. Young

Signed Robert T. Ewen, Res Engr.

Address Box 308 Yoncalla, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 06365

	[illegible]	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	14.2				14.2
Miles partially completed	14.2				14.2
Miles completed	14.2				14.2
Total estimated quantities (contract)	306,400				58,700 ton
Total quantities corrected to date	333,807				59,000 ton
Estimated quantities moved or placed to date	333,807				59,000 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Snow		
Monday	Snow		
Tuesday	Snow		
Wednesday	C & Showers		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
OCT 28 1955
FOR FILING

RF1-187(19)
4019

October 27, 1955

Request for extension of time
No. 30
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Porter W. Yett for an extension of time on the Anlauf-Rice Hill Unit of the Divide-Rice Hill Section, Contract No. 4019, from August 31, 1955 to November 30, 1955.

You have previously approved an extension to August 31 without penalty, and all work under the original contract was completed by that date; however, a seal coat and additional concrete dividers were added, necessitating the additional time. All work was completed on this contract on October 13, 1955, and I recommend the extension to and including that date without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in my recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

RECEIVED
OCT 27 1955
FOR FILING

EF1 149(16)
4019

October 27, 1955

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

It is the intention of the State Highway Commission to release to Porter W. Yett a portion of the funds heretofore retained by the Commission on contract No. 4019, covering paving on the Anlauf-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas County.

This payment, in the amount of $77,987.27, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $35,703.07. The present payment will be released on or after November 7, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 20 1955
FOR FILING

BFI 189(16)

4019

October 19, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Anlauf-Rice Hill Contract No. 4019, Oregon BFI-189 (16), from August 31, 1955 to October 13, 1955, to Porter W. Yett, contractor.

You have previously approved an extension to August 31, 1955 without penalty, and all work under the original contract was completed by that date; however, a seal coat and additional concrete dividers were added which necessitated the additional time.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

RECEIVED
OCT 20 1955
FOR FILING

[illegible]
4019

October 18, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 13, 1955 on Contract No. 4019, Anlauf-Rice Hill Unit, Divide-Rice Hill Section, in Douglas County, in connection with Federal Aid Project No. FI-189(16).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cottrell

[illegible]:oh

RECEIVED
AUG 29 1955
FOR FILING
[illegible]
4019

August 26, 1955

Oregon State Highway Commission

Gentlemen:

It appears that the project authorization on the Anlauf-Rice Hill Section of the Pacific Highway, Contract No. 4019, will be overrun approximately $64,000, which constitutes a seven per cent overrun. This overrun is caused principally by three major items, one being the necessity of increasing base thicknesses where severe settlements had occurred during the winter, of which the resulting cost was $40,000. Removal of slides cost $30,000, and the pavement seal coat, which was not included in the original plans, cost $35,000. These three items aggregate $105,000, but some underruns in other items result in the total overrun of $64,000.

This matter will be on the next agenda, and it is respectfully requested that you authorize additional project authorization in the amount of $64,000 on Contract No. 4019.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me lg

RECEIVED
JUN [illegible] 1955
FOR FILING

FORM E-30X—50,000—10-54—78884

BFI-189(16)
4019

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Porter W. Yett and William E. McCorkle covering the construction of a concrete traffic divider on the Anlauf-Rice Hill Contract No. 4019, Oregon BFI-189 (16), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
JUN 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 25 1955
FOR FILING

FORM E30—80M—10-54—79485
BFE-1-7/4
4.11

5810

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1955

SUBJECT:

To:
Mr. Tom Edwards
Division Engineer

NOTED
W. C. WILLIAMS

I hand to you herewith copy of a complaint filed by Porter Yett with Glaisyer re our letting of a contract for slide correction on the Anlauf-Rice Hill Section.

I understand that Mr. Yett is somewhat disgruntled that we did not allow him to do this work on a price agreement basis at some 60 or 65 cents a yard. The bid price by Kuckenberg is 38 cents per cubic yard, which would indicate the wisdom of letting it as a separate contract.

You have assured me that you will keep the boys unwound, which I am sure you can do.

The letter is sent for your information.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:jv
Encl.
cc: W. C. Williams ✓

RECEIVED
APR 20 1955
FOR FILING

[illegible]

[illegible]

April 19, 1955

Mr. Porter W. Yett
Contractor
6500 N. E. Ainsworth St.
Portland 15, Oregon

Dear Mr. Yett:

This acknowledges your letter of April 18, 1955 regarding the award of a contract for slide correction work on the Anlauf-Rice Hill Unit of the Divide-Rice Hill Section of the Pacific Highway. I will bring it to the attention of the members of the Highway Commission and the State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

STONE PLANT—ROCKY POINT, OREGON SHIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT
Contractor

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E AINSWORTH ST. PHONE WEbster 3251 PORTLAND 13, OREGON

April 18, 1955

Oregon State Highway Commission
Salem
Oregon

Attention H. B. Glaisyer, Secretary

Gentlemen:

Re: Contract No. 4019

Despite the written objections made by the writer to your bid proposal to let a contract for slide-correction work on the Anlauf-Rice Hill Unite of the Divide-Rice Hill Section of the Pacific Highway, you did award a contract for same at your last bid opening.

The writer called to your attention that if you awarded such a contract and did permit the work to be performed in accordance with the plans and specifications, particularly as to the time of performance, that such would constitute a violation of your contract No. 4019.

You are therefore put upon notice that we will object to any interference with the performance of our contract, no matter how small such interference may appear to you. If we are interfered with in any way and to any extent or degree, it will be necessary for us to file formal claim for breach of contract.

The writer sincerely regrets the necessity for this letter, but believes that the same is essential under all the circumstances.

Very truly yours,

Porter W. Yett
Porter W. Yett

ACKNOWLEDGED
H. B. GLAISYER

cc: W. C. Williams
Assistant State Highway Commissioner
Salem, Oregon

RECEIVED
[illegible]
COMMISSION

Copies sent to Commissioners
R. H. Baldock on 4-19-55

RECEIVED
APR 1[illegible] 1955
FOR FILING
FORM E-30X 87½ 3-54 78730

file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 6, 1955

SUBJECT:

To:

H. G. Smith
Construction Engineer

Dear Sir:

Please note the attached from Porter W. Yett concerning the proposed slide removal on the Anlauf-Rice Hill Section of the Pacific Freeway. I am not in accord with the thinking outlined in Mr. Yett's letter.

His contract called for the surfacing of sections graded under previous contracts and carried, ofcourse, the standard specification for the performance of such additional and incidental work not shown on the plans as might be ordered by the engineer.

It is true as outlined in the last paragraph of Mr. Yett's letter on page one that we did have him perform some slide removal work which was not shown on the plans. However, it is my belief that there was nothing mandatory in the specifications or contract documents with respect to entering into an agreement with a surfacing contractor to perform slide removal work which was entirely foreign to the purpose of the contract executed with him.

It is Mr. Yett's intention to complete the northerly end of the project as a first order of business. I see no reason why the slide removal should hamper his operations and have so informed him. It is my intent not to permit operation of the slide removal contractor in the area at the time paving is in progress.

Very truly yours,

Tom Edwards
Division Engineer

TE:gb
Encl.
cc: Porter W. Yett

RECEIVED
APR [illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

STONE PLANT—ROCKY POINT, OREGON

PORTER W. YETT
Contractor

READY MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENING • ASPHALT AND CONCRETE PAVING

6500 N. E. AINSWORTH ST. PHONE GARFIELD 4356 PORTLAND 13, OREGON

April [illegible], 1955.

Robert [illegible]. Ewen
Resident Engineer
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 4019

Dear Mr. Ewen:

We have examined the Bid Proposal and Plans and Specifications calling for slide correction on the Anlauf-Rice Hill Unit of the Divide-Rice Hill Section of the Pacific Highway in Douglas County, Oregon, and within the work area of our contract No. 4019. The plans for this project call for proposals to be accepted on April 13, 1955.

It is our contention that to award a contract by this method to any other contractor would constitute a violation of your contract No. 4019 in that the work called for in the Plans and Specifications is not only within the contemplation of our contract but also the letting of same in the method proposed would constitute an unreasonable interference with the performance of our contract and hence would constitute a violation thereof, on the part of the Commission.

We are willing and able to comply with our contract with the Commission and to agree to perform the work set forth in the proposal either under force account or by separate price agreement, all as provided by our contract with the Commission.

It is our position that the work to be performed in the slide correction is such as is necessary for the completion of the work contemplated in Contract No. 4019 in a "substantial, workmanlike and otherwise satisfactory manner" all as contemplated by and set forth in Secs. 4.1, 4.2 and 4.3, General Provisions. This position was previously recognized by the Commission in that the Engineer did previously order us to perform identical slide correction under the aforementioned Sections of Contract No. 4019, and did make payment therefore in accordance with Section 3.10, General Provisions. Our position might be said to be unsound if the grading contractor had not completed his work. As you know, however, this is not the situation in that all grading operations were completed and accepted by the Commission.

Page [illegible]--April [illegible], 19[illegible].

[illegible] Yet another [illegible] is [illegible] which [illegible] been [illegible] the [illegible] contract.

In the event the [illegible] relative to our [illegible] force [illegible] agreement, and proceeds with the [illegible] of a new contract for slide correction, we would be faced with a condition whereby the orderly procedure of our work and the completion thereof would be seriously jeopardized. It would not be possible for us to have an orderly, coordinated and efficient operation if another contractor would be working in this area at the time we were performing our work. The restrictions [illegible] the contractor in the slide correction work would not eliminate this condition.

It was not [illegible] entered into our contract that we would be required to [illegible] contractors working in the same area except [illegible] Special Provisions. This is the only [illegible] relative to cooperation with other contractors with [illegible]. These contractors have completed their work.

We therefore submit that the [illegible] proposal be withdrawn, and the work be performed under the provisions of our contract as set forth above.

Sincerely Yours,

[illegible]

RECEIVED
JAN 25 1955
FOR FILING

FORM E-30X—50,000—10-54—79494

(2)

4217

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 18, 1955

SUBJECT:

W. C. W

To:

H. G. Smith
Construction Engineer

Dear Sir:

I am in receipt of correspondence from Mr. Porter W. Yett, which was forwarded to you under date of December 22, 1954, by Mr. L. H. Young. I am in receipt of Mr. Baldock's letter of December 31, 1954, and Mr. Yett's letter of January 13, 1955, all concerning the winter shutdown of paving on the Anlauf-Rice Hill Section of the Pacific Highway.

The specified completion date for this project was October 31, 1954. The project was of too great a magnitude to complete in that time by the successful bidder.

A print is attached showing roughly the status into which the project was placed by December 20 of last year. The northerly end of the section was a county road and must of necessity be maintained in a travelable condition throughout the length of the contract. This is a contractor responsibility and is a condition which existed when he took over the road. The balance of the section to its connection with the old Pacific Highway at Yoncalla Junction is either paved or has a 3/4"-0 leveling course in place.

In view of the fact that there is only slightly in excess of two miles of gravel surface southerly from Station 460, it does not, in my estimation, appear to be in the public interest to close this section to all travel as desired by the contractor. I so informed him.

I informed him further that it has been the past practice in this division when contractor's operations have been shut down for the winter for the State forces to maintain the section in a travelable condition. I informed him that if he would advise me by letter that he was shutting down his operations for the winter I would in turn advise him by letter that the surface would be maintained as necessary.

H. G. Smith
January 18, 1955
Page Two

I did not inform him that I would maintain all driveways or drainage systems of all kinds within the right of way from each end of the contract termini. Further, I was not advised by the contractor that he would remove all signs, barricades, etc. No directional signs have been placed soliciting traffic to the road, and, in fact, a sign is being maintained at each end of the section advising the public that the road is closed.

However, I do not wish to subject the Department to the severe criticism which would accrue if the section southerly from Station 460 was entirely and completely barricaded off as the contractor wished, when it is so obviously in excellent condition for use, and when such use will result in no damage to the partially completed installation. I believe it in the best interests of all concerned to continue in the present status.

As of this date no maintenance has been required on this section. Probably prior to April 1 a brush blading of the gravel surfaces may be required on two occasions. This cost to the Department will be very nominal. I do not propose to maintain any driveways or drainage systems, and have not agreed to do so. I believe no further action is necessary in this case.

Very truly yours,

Tom Edwards
Division Engineer

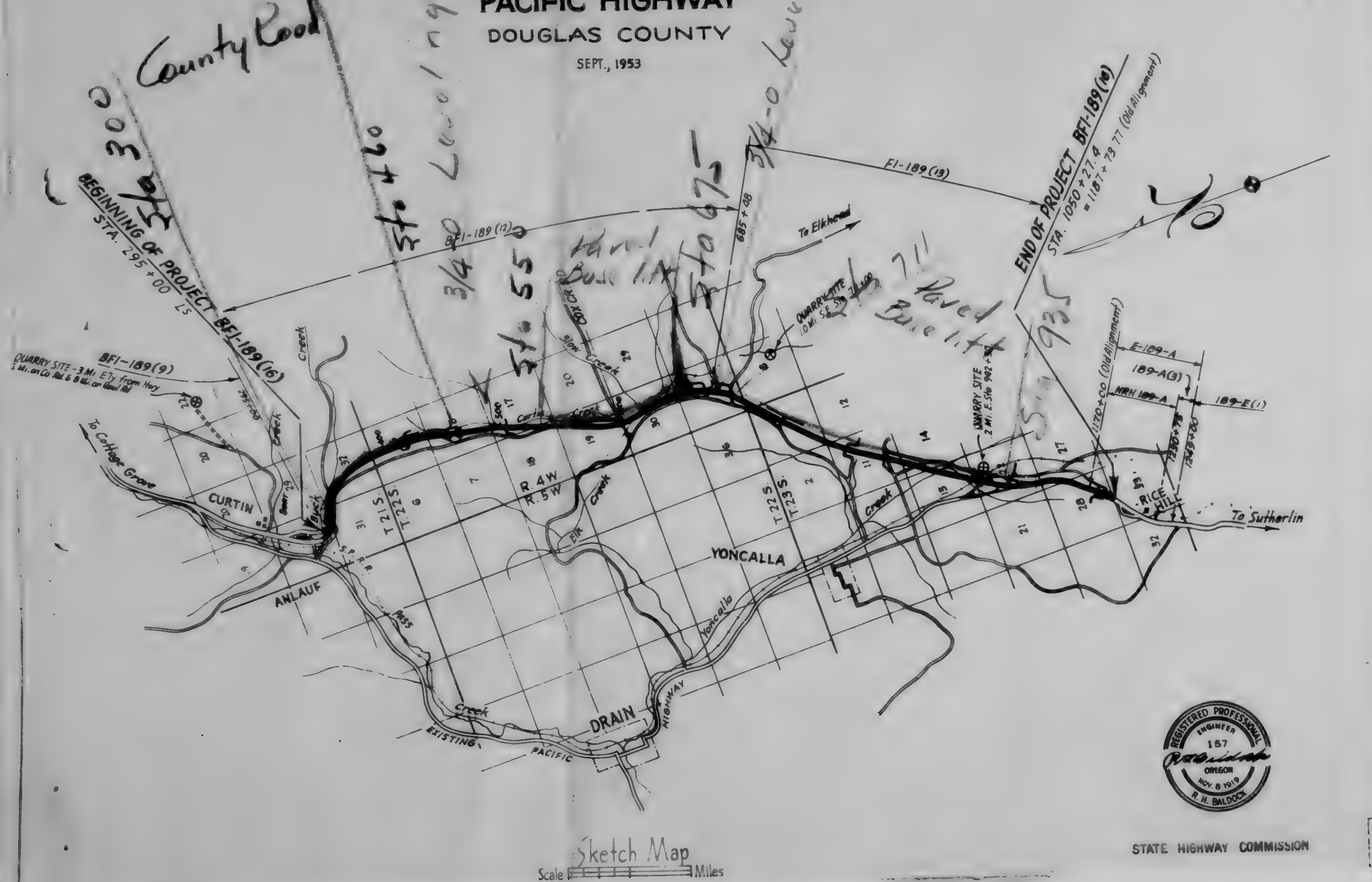
TE:gb
Encl.

RECEIVED
JAN [illegible] 1955
OFFICE OF
CONST[illegible] ENGINEER

PLANS FOR PROPOSED PROJECT

ANLAUF-RICE HILL UNIT
DIVIDE-RICE HILL SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY

SEPT., 1953



REGISTERED PROFESSIONAL ENGINEER 157 OREGON NOV. 8 1919 R. H. BALDOCK

STATE HIGHWAY COMMISSION

STONE PLANT—ROCKY POINT, ORE HIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT
Contractor

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E AINSWORTH ST. PHONE WEBSTER 3251 PORTLAND 13, OREGON

January 13, 1955

Mr. R. H. Baldock
Oregon State Highway Engineer
Salem, Oregon

Dear Sir:

We acknowledge receipt of your letter of December 31, 1954, said communication being directed to our letter of December 20, 1954, addressed to Oregon State Highway Department, Attention Mr. Tom Edwards, Division Engineer, Roseburg, Oregon. In order that our proceedure relating to the shut down of the project herein mentioned be clarified, I shall have to refer to the verbal instructions and agreements resolved with Mr. Edwards.

Contract No. 4019 is an entirely new alignment of 99E Highway between Anlauf and Rice Hill in which the construction did not contemplate the work being performed under traffic except at crossings, by-pass roads and the section of road used by Douglas County between Anlauf and Curtis Creek.

Regarding the new alignment portion of the highway between Anlauf and Rice Hill, we, under the supervision of the Resident Engineer and our understanding with Mr. Tom Edwards, Division Engineer, did provide all the necessary work required under Section 4-6 of the State Highway Department Specifications dated September 15, 1940, with the understanding we would not be required to maintain traffic over the new alignment and unfinished portion of the project.

The normal and usual proceedure is to barricade the road through the sections not required or necessary for the carrying of traffic. It was our intentions and we started the necessary operations to properly barricade and protect the public from entering the unmarked and unfinished highway. The surface consisting of water bound macadam ready for asphaltic concrete pavement without traffic lanes and road markers necessary for safe driving. Mr. Edwards requested us to remove permanent barricades to permit travel to proceed over the sections between Yoncalla Jct. to Anlauf leaving only a warning of one Highway Department sign "Road Closed". We informed Mr. Edwards verbally that we did not agree traffic should be allowed to use the unfinished road due to the legal responsibilities placed on us without any control. Mr. Edwards agreed to take the responsibility of the care and maintenance of the road provided we take the necessary steps to clean out the ditches, culverts and blade the roadbed in as good a condition as possible.

NOTED
[illegible] COU

We submit that the proceedure we have followed is not contrary to section 4-D, page 8 of 1940 Specifications. We have performed the work required and the Highway Department have in fact, opened the road to traffic. Further, we believe our actions are provided for in Section 5-26, page 13. This section refers to the requirements and proceedure of taking over all or portions of a project.

We wish to assure you that it is not our intention to circumvent any of the contractual responsibilities or to be derelict in our duties required under the contract. We do contend however, that if we have the responsibility for the preservation of the project and the liability to the public we should have direct control over traffic, if any.

Contract No. 4020, Rice Hill Section, a different situation exists. This is a widening project on the main highway carrying normal traffic. This roadway was prepared with not less than the original width together with proper drainage and properly marked with necessary signs and pavement markings. The original pavement wearing surface is intact leaving only normal drainage and slide maintenance by State forces.

We hope we have clarified our position.

Very truly yours,

PORTER W. YETT

By Porter W. Yett

RECEIVED
JAN 17 1955

FORM E-120X 25M 2-52

RECEIVED
FOR FILING

2F 109 (16)
4019

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 31, 1954

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Sir:

I have taken note of your letter of December 20, addressed to the Oregon State Highway Department, attention of Tom Edwards, Division Engineer, Roseburg, and referring to contracts 4019 and 4020. I am at a loss to understand some of the statements in your letter, such as the second paragraph, which I quote:

> "It is understood that the shutdown is to be inconformance with the Standard Provisions of the Oregon State Highway Department, requiring the State forces to take over and maintain roads, driveways, drainage systems of all kinds within the right-of-way from the end of each contract to the termini."

I find nothing in the Standard Specifications or the Special Provisions for contract 4019 or 4020 which requires the State to take over and maintain roads, driveways, drainage systems, et cetera.

In the third paragraph of your letter you are advising us that all signs, barricades and protection for the public and the State Highway Department placed by the contractor will be removed, and notifying us that the State Highway Department shall have full responsibility of maintaining signs, barricades, et cetera. I am also unable to find such a provision or requirement in the general specifications for the contracts referred to.

The last paragraph of your letter states:

> "In accordance with the specifications the road shall be maintained by the State Highway Department in as good a condition as received from the Contractor."

I know of no reference or provision in the contract that requires the State to do this.

The reference covering the suspension of work is found on Page 8 under Section 4 - 6 of the Specifications and Contract Agreements for State Highway Construction, dated September 15, 1940, which I quote in full:

> "If it should become necessary, because of the lateness of the season or any other reason, to stop the work, then the contractor shall open proper drainage ditches, erect temporary structures where necessary, prepare the road so there will be a minimum interference with traffic, and take every precaution to prevent any damage or unreasonable deterioration of the work during the time the work is closed. If upon reopening the work, it is found that any such damage or deterioration has occurred, due to the lack of said precautions, then, and in that event, the contractor shall correct all such conditions at his own expense."

A further reference is found on Page 18 under Section 6-25, which I also quote:

> "Until final acceptance of the contract, the contractor shall be held responsible for any injury or damage to the work or to any part thereof by the action of the elements, or from any cause whatsoever, and he shall make good at his own expense all injuries or damages to any portion of the work before its completion and final acceptance."

I find nothing in the Special Provisions for either of these jobs which relieves the contractor of responsibility during shutdowns or which shifts liability and responsibility to the State Highway Department. I wish it understood that all of the terms of Contracts 4019 and 4020, which you have with the Highway Commission, are in full force and effect and are in no way altered or abridged by your letter of December 20, 1954 referred to above.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. F. Cooper
Mr. Tom Edwards

9

RECEIVED
DEC 17 1954
FOR FILING

BFI-181 (16)

December 15, 1954

Mr. Porter [illegible]. Yett
[illegible] N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from October 31, 1954 to August 31, 1955 within which to complete your contract No. 4019, for paving on the Anlauf-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Robert Owen,
Resident Engineer

[illegible]. G. Smith,
Construction Engineer

RECEIVED
NOV 23 1954
FOR FILING

[illegible] 97(14)
[illegible]

November 22, 1954

Request for extension of time
No. 11
December 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Porter W. Yett for an extension of time on the Anlauf-Rice Hill Unit, Contract No. 4019, from October 31, 1954 to August 31, 1955.

Unseasonable weather in the fall of 1953 prevented the stripping of the quarry sites to permit winter operation of the quarry and crushing operations could not be started until the spring of 1954. This project was of such magnitude that it was impossible to complete the crushing and paving within the time remaining.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]
cc Mr. H. G. Smith

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NOV 16 1954
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November 15, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Anlauf-Rice Hill Contract No. 4019, Oregon BFI-189 (16), from October 31, 1954 to August 31, 1955, to Porter W. Yett, contractor.

Unseasonable weather in the fall of 1953 prevented the stripping of the quarry sites to permit winter operation of the quarry and crushing operations could not be started until the spring of 1954. This project was of such magnitude that it was impossible to complete the crushing and paving within the time remaining.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

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FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 10, 1954

SUBJECT:

To:

E. A. Pease
Construction Office Engineer

Dear Sir:

Reply is made to your letter of August 31 concerning Laboratory Report No. 345631, Anlauf-Rice Hill, Contract No. 4019.

I contacted Mr. Robert Ewen concerning this matter. He informs me that on the day in question the contractor's scalping screen began causing trouble because of excess moisture. The inspector at the plant requested and secured corrective measures, but took a sample of the questionable material to substantiate his position with regard to the unsuitable material.

The crusher operated approximately one and one-half hours before correction with the material going into the stockpile. It will be so well mixed with clean material that no damage will result. The quantity of objectionable material does not exceed 150 cubic yards.

Very truly yours,

Tom Edwards
Tom Edwards
Division Engineer

TE:gb
cc: R. T. Ewen

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FORM E-30X 37½ 3-54 73730

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[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1954

SUBJECT:

To:

~~Mr. Tom Edwards~~
~~Division Engineer~~
~~State Highway Department~~
Roseburg, Oregon

Dear Sir:

It is noted that Laboratory Report No. 345631 on the Anlauf-Rice Hill Contract No. 4019, shows an excessive amount of P.I.

Will you please take immediate steps to correct this situation.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams
Robert Ewen

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Anlauf-Rice Hill	Prefix No.	10-1084
Highway	Pacific	County	Douglas
Contractor	Porter W. Yott	F. A. Project No.	BFI-189 (16)
Submitted by	Robert T. Ewen	Date reported	Aug. 30, 1954

Contract No. 4019

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Long Quarry	Sampled at	Crusher
To be used	Base Surf.	Date received	Aug. 27, 1954
Sampled by	James E. Holland	Quantity represented	2000 c.y.

TEST RESULTS

Laboratory No. 345629
Data Sheet No. A 38394

Type of material Crushed Rock 3"-0"
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	1.4	1.4	
1½	2.1	3.5	
1	12.7	16.2	
3/4	7.7	23.9	
1/2	16.2	40.1	
1/4	22.6	62.7	
10	12.7	75.4	
40	8.8	84.2	
Pass	15.8	15.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	
Specific gravity (Le Chatelier)	
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	2 %
Manufactured fines	%
Liquid limit: Natural fines	23 %
Manufactured fines	%

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:
- Bureau of Public Roads
- x Construction Engineer
- x Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Edwards
- x Resident Engineer Ewen
- Dist. Maint. Supt.
- Foreman
- x Files

Engineer of Materials

State Printing 72213

Form E-61—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Anlauf-Rice Hill	Prefix No.	10-1004
Highway	Pacific	County	Douglas
Contractor	Porter W. Yett	F. A. Project No.	BFI-189 (16)
Submitted by	Robert T. Ewan	Date reported	Aug. 30, 1954

Contract No. 4019

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Long Quarry	Sampled at	Crusher
To be used	Base Surf.	Date received	Aug. 27, 1954
Sampled by	James E. Holland	Quantity represented	2000 c.y.

TEST RESULTS

Laboratory No. 345630

Data Sheet No. A 38394 A

Type of material Crushed Rock 3"-0"

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	1.4	1.4	
1½	2.8	4.2	
1	8.6	12.8	
3/4	4.1	16.9	
1/2	11.1	28.0	
1/4	31.0	59.0	
10	20.7	79.7	
40	11.0	90.7	
Pass	9.3	9.3	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	
Specific gravity (Le Chatelier)	
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	5 %
Manufactured fines	%
Liquid limit: Natural fines	25 %
Manufactured fines	%

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- x Construction Engineer
- x Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Edwards
- x Resident Engineer Ewan
- Dist. Maint. Supt.
- Foreman
- x Files

Engineer of Materials

State Printing 72213

Form E-41—10M—1-54

GON STATE HIGHWAY DEPARTM T
Materials Division

LABORATORY REPORT

Prefix No. 10-1084
County Douglas
F. A. Project No. BFI-189 (16)
Date reported Aug. 30, 1954

Project Anlauf-Rice Hill
Highway Pacific
Contractor Porter W. Yett
Submitted by Robert T. Ewen

Contract No. 4019

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Long Quarry
Sampled at Crusher
Date received Aug. 27, 1954
Quantity represented 2000 c.y.
To be used Base Surf.
Sampled by James L. Holland

TEST RESULTS

Type of material Crushed Rock 3"-0"
Screen opening: To ¼": Square; ¼" and below: Square:

Laboratory No. 345631
Data Sheet No. A 38394 B

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	2.1	2.1	
1½	9.0	11.1	
1	14.2	25.3	
3/4	6.9	32.2	
1/2	11.4	43.6	
1/4	20.1	63.7	
10	15.6	79.3	
40	10.0	89.3	
Pass	10.7	10.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 6 %
Manufactured fines %
Liquid limit: Natural fines 27 %
Manufactured fines %

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Edwards
- x Resident Engineer Ewen
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

Engineer of Materials

State Printing 72213

Form E-61—20M—1-54

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]T
Materials Division

LABORATORY REPORT

Project	Anlauf-Rice Hill			Prefix No.	10-1084
Highway	Pacific			County	Douglas
Contractor	Porter W. Yett	Contract No.	4019	F. A. Project No.	BFI-189 (16)
Submitted by	Robert T. Ewen			Date reported	Aug. 30, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Loucock Quarry	Sampled at	Crusher		
To be used	Base Surf.			Date received	Aug. 27, 1954
Sampled by	J. H. Holland			Quantity represented	2000 c.y.

TEST RESULTS

Laboratory No. 345634

Data Sheet No. A 38393 A

Type of material Crushed Rock 3"-0"

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	5.5	5.5	
1½	17.6	23.1	
1	12.5	35.6	
3/4	4.0	39.6	
1/2	10.1	49.7	
1/4	15.6	65.3	
10	16.1	81.4	
40	8.0	89.4	
Pass	10.6	10.6	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	
Specific gravity (Le Chatelier)	
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	0 %
Manufactured fines	%
Liquid limit: Natural fines	22 %
Manufactured fines	%

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Edwards
x Resident Engineer Ewen
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams

Engineer of Materials

State Printing 72213

Form E-61—30M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Anlauf-Rice Hill			Prefix No.	10-1004
Highway	Pacific			County	Douglas
Contractor	Porter W. Yott	Contract No.	4019	F. A. Project No.	BFI-189 (16)
Submitted by	Robert T. Ewen			Date reported	Aug/ 30, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Boucock Quarry	Sampled at	Crusher		
To be used	Base Surf.			Date received	Aug. 27, 1954
Sampled by	J. E. Holland			Quantity represented	2000 c.y.

TEST RESULTS

Laboratory No. 345633
Data Sheet No. A 38393

Type of material Crushed Rock 3"-0"
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	11.4	11.4	
1½	11.0	22.4	
1	11.9	34.3	
3/4	3.3	37.6	
1/2	8.1	45.7	
1/4	16.2	61.9	
10	18.6	80.5	
40	8.3	88.8	
Pass	11.2	11.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	
Specific gravity (Le Chatelier)	
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	0 %
Manufactured fines	%
Liquid limit: Natural fines	22 %
Manufactured fines	%

RECOMMENDATIONS

Material as represented by this sample ......is...... suitable for use.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Edwards
- x Resident Engineer Ewen
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

W. Har
Engineer of Materials

State Printing 72213

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GON STATE HIGHWAY DEPARTM T
Materials Division

LABORATORY REPORT

Project	Anlauf-Rice Hill			Prefix No.	10-1064
Highway	Pacific			County	Douglas
Contractor	Porter W. Yett	Contract No.	4019	F. A. Project No.	BFI-189 (16)
Submitted by	Robert T. Owen			Date reported	Aug. 30, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Long Quarry	Sampled at	Crusher		
To be used	Base Surf.			Date received	Aug. 27, 1954
Sampled by	James E. Holland			Quantity represented	2000 c.y.

TEST RESULTS

Laboratory No. 345632
Data Sheet No. A 38394 C

Type of material Crushed Rock 3"-0"
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	3.2	3.2	
1½	11.4	14.6	
1	14.0	28.6	
3/4	6.1	34.7	
1/2	11.7	46.4	
1/4	17.2	63.6	
10	17.0	80.6	
40	9.8	90.4	
Pass	9.6	9.6	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	4	%
Manufactured fines		%
Liquid limit: Natural fines	26	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Edwards
x Resident Engineer Owen
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams

Engineer of Materials

State Printing 72213

Form E-61—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Anlauf-Rice Hill			Prefix No.	10-1084
Highway	Pacific			County	Douglas
Contractor	Portland. Yett	Contract No.	4019	F. A. Project No.	FI-189 (16)
Submitted by	Robert T. Ewen			Date reported	Aug. 30, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Boucock Quarry

Sampled at Crusher

To be used Base Surf.

Sampled by J. E. Holland

Date received Aug. 27, 1954

Quantity represented 2000 c.y.

TEST RESULTS

Laboratory No. 345635

Data Sheet No. A 38393 B

Type of material Crushed Rock 3"-0"

Screen opening: To ¼": ....Square..........; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	4.7	4.7	
1½	15.3	20.0	
1	17.0	37.0	
3/4	4.7	41.7	
1/2	8.3	50.0	
1/4	14.5	64.5	
10	16.0	80.5	
40	8.9	89.4	
Pass	10.6	10.6	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	
Specific gravity (Le Chatelier)	
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	2 %
Manufactured fines	%
Liquid limit: Natural fines	22 %
Manufactured fines	%

RECOMMENDATIONS

Material as represented by this sample ....is.......... suitable for use.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Richards
- x Resident Engineer Ewen
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

G. W.

Engineer of Materials

State Printing 72213

Form E-61—20M—1-54

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]T
Materials Division

LABORATORY REPORT

Project Anlauf-Rice Hill
Highway Pacific
Contractor Porter W. Yett
Submitted by Robert T. Ewen

Contract No. 4019

Prefix No. 10-1084
County Douglas
F. A. Project No. RFI-189 (16)
Date reported Aug. 30, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Boucock Quarry
To be used Base Surf.
Sampled by J. E. Holland

Sampled at Crusher

Date received Aug. 27, 1954
Quantity represented 2000 c.y.

TEST RESULTS

Laboratory No. 345636
Data Sheet No. A 38393 C

Type of material Crushed Rock 3"-0"
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	10.4	10.4	
1½	15.2	25.6	
1	12.1	37.7	
3/4	5.2	42.9	
1/2	7.8	50.7	
1/4	15.6	66.3	
10	16.6	82.9	
40	8.3	91.2	
Pass	8.8	8.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 2 %
Manufactured fines %
Liquid limit: Natural fines 23 %
Manufactured fines %

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
x Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Edwards
x Resident Engineer Ewen
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams

Engineer of Materials

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FORM E-30 25M 9-51

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 10, 1954

SUBJECT: Elkhead Road-Rice Hill Section
Russell Spring Box

To: H. G. Smith
Construction Engineer

W. C. WILLIAMS

Attention: Forrest Cooper

Dear Sir

I am submitting herewith a report from Resident Engineer Ewen on the water supply for the Dan Russell property.

He reports that the pipe from the spring box to the Russell property has been cleared of all impediments and is now in excellent operating condition. He further reports that the pipe is at present delivering 1.64 gallons of water per minute to Mr. Russell. Mr. Russell has indicated that he is satisfied with this.

Also enclosed is a sketch showing this property prior to the development of the spring. Also, a sketch showing the spring box installation.

Very truly yours

Tom Edwards
Division Engineer

By

L. H. Young
Assistant Division Engineer

LHY:ri

Enc.

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AUG 11 1954
OFFICE OF
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FORM E-30X 37½ 3-54 73730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Yoncalla, Oregon
August 10, 1954

SUBJECT:

To:
Mr. Tom Edwards
Division Engineer
Roseburg, Oregon

Dear Sir:

Herewith is report and maps, as requested on the conditions and actions taken on the Russel Spring Box and waterline as constructed on Contract #4019.

On July 29th, the contractor damaged the top of the spring box causing the cover to be broken and foreign material to drop into box. Upon receiving information of this damage, I immediately instructed the contractors superintendent to make immediate repairs. Soon afterwards, I received a call from Dan Russell informing of the damage and that the flow of water had been disturbed. Therefore, I investigated the spring box and instructed the contractor to replace the top or cover and to remove all foreign matter from the box. I also instructed the contractor to connect his compressor to the water line and to blow the line free of any material that could be fouling the pipe. The contractor reported on August 2, that the line was clear and that a flow test proved water line was clear.

Mr Louis Scott arrived from the Salem office at noon Friday, August 6 and reported of Mr Russell's call to Mr Enfield. We again investigated all particulars of the spring box and water, and became convinced that the flow into the spring box was greater than showed on the outlet end of the pipe. The contractor was then instructed to clean or remove the pipe from the sleeve and to provide evidence of same flow out of the pipe as into the spring box.

On Monday, August 9, I personnaly observed the contractors methods of remedying the faulty or obstructed pipe. I also ran flow tests on the spring box, the 8 inch perforated pipe supplying additional water to spring box and at the outlet of our pipe on Mr Russell's property. The findings of these tests are as follows.

Gallon's per minute from spring - - - - - - - - -	0.83
Gallon's per minute from 8" perforated pipe - - -	0.94
Total gallons per minute into spring box - - - -	1.77
Gallons per minute at outlet of 1¼" pipe (after cleanout.) - - - - - - - - - - - - -	1.64

The contractor blew air and water through the water line and several small pieces of wood were obtained from inside. These sticks had caused backwater and insufficient flow through the pipe. We also connected the compressor to the upper end of the pipe and closed the lower end. One hundred and five pounds pressure was then applied to the line and was held within the pipe for a period of 5 minutes, without the governor on the engine causing it to start again. This proved to me that no leaks were in the pipe, and that no damage has resulted to the sleeve or pipe line during construction. A screen was also installed on the pipe inside the spring box.

Mr Russell was in attendance during most of the work done on Monday, August 9th. I asked him, when through with cleaning of pipe, if the amount of water as then being supplied was satisfactory and he reported "yes." He also intends to give letter to that effect.

Some of the statements, as made by Mr Russell and contained in the informational letter from Mr Enfield to Mr Williams concerning this matter, seem to me to be entirely unfounded. All willing cooperation has been given by myself and crew to Mr Russell concerning this spring.

The letter or telephone call to Mr Enfield was voiced much too soon to allow constructive remedies to be properly carried out by the contractors. The contractor was informed of this situation at the beginning and never had diminished his efforts.

Several statements made by Mr Russell concerning this office not granting him fill material around his home, which is 1/4 mile off the job, seem to be the aggravating point that has caused these statements to be made.

Reports of tests taken on flow are attached and if any additional information is desired please advise.

Very truly yours,

Robert T. Ewen

Robert T. Ewen
Resident Engineer

REFERRED TO

W. C. Williams

By W. W. STIFFLER

Rec'd 8-5-54 1:40 P.M.
Calif F. Cooper who
will have Mr. Scott
investigate immediately

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1954

SUBJECT: R 19468 R 21690
Dan Russell, et ux.
Divide-Rice Hill Section
Pacific Highway

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Mr. Williams:

By deed dated January 14, 1953, we acquired 10.1 acres of land, of which 1.95 acres was within the existing right of way, necessary for right of way of the Elkroad-Rice Hill Unit of the Divide-Rice Hill Section of the Pacific Highway, together with the conveyance of all rights of access, except for access to a frontage road to be built by the State on the easterly side of the highway. This property was acquired pursuant to an option wherein the State obligated itself to pay the sum of $3,550.00, and to do certain construction work, including the following: "State to box spring lying easterly of Station 710+00, and pipe water from spring to the edge of the right of way approximately opposite Station 707+00. This pipe is to be placed in a sleeve under all roadbeds. In the event this spring is destroyed by State's operations, State agrees to provide a comparable source of water."

Mr. Russell called me this morning and advised that until a short time ago he had plenty of water from this spring, but that the water being supplied from the spring at the present time is far less than the output of the spring has ever been known to be in the past, and that he does not have nearly sufficient water for his stock. Mr. Russell evidenced a great amount of concern and indicated that he was suffering substantial damages by the necessity of having to find other temporary water sources for his stock, requiring the stock to be driven long distances, thereby resulting in reduction of weight of the stock, as well as requiring more time and labor in the handling of the stock. Mr. Russell advised that the State had boxed in the spring, as agreed, but that he had been informed by a State engineer that the original spring had been blocked off and another spring tapped to supply the spring box constructed by the State. He advised, also, that the State had placed a pipe across the road as provided in the option. Mr. Russell stated that we have subsequently placed a large fill over the pipe line, and that a D-8 cat of the contractor had run over the spring box and had done considerable damage. He stated that the spring box had been "patched up", and that our local engineers advise that the fill has not collapsed or otherwise obstructed the pipe line. He states that he does not know what in particular has caused the flow of water to materially decrease, but that it did not occur until the State was actively operating in this area, and that he is firmly convinced it is a result of the State's operations.

Mr. Russell stated that both Mr. Edwards and Mr. Norlin had investigated the matter and that they had informed him that they thought the decrease in supply of water was because of this being the dry season of the year. Mr. Russell contends that he can secure the sworn testimony of numerous persons in the area to the effect that the present output of this spring is far less than the output of any previous years, and that he is of the opinion that our representatives who have called upon him are either prejudiced, or have not made a complete investigation of the facts, and therefore are denying any obligation on the part of the State in this instance.

Mr. Russell stated that the present flow of water from the spring is about one fourth to one fifth of its normal flow.

We have a contractual obligation to provide a comparable source of water in the event the spring is destroyed by the State's operations; however, this obligation is enforceable only if the following conditions exist:

1. That the spring is actually destroyed, or its output so substantially reduced as to render it incapable of normal utilization.

2. That the destruction of the spring or the substantial reduction of water output of the spring was a result of the State's operations.

If the above two queries are answered in the affirmative, then the State's obligation is to provide a comparable source of water, in which event, it would be necessary to make whatever explorations are required to determine how water could best be secured, and the cost thereof, looking toward the advisability of effecting a cash settlement with Mr. Russell to discharge our contractual obligation, rather than actually providing a comparable source of water.

Mr. Russell's call to me this morning is the first information that I have had concerning his claim, and I am therefore submitting the matter to you for whatever investigation you desire to make so as to determine the facts necessary to answer to above two questions. Mr. Russell in his discussion with me this morning seemed so convinced that both Mr. Edwards and Mr. Norlin are prejudiced in this matter, that it would probably be desirable from a public relations standpoint to have someone else actually investigate the matter on the ground and make a report of findings of fact, which, of course, can be supplemented by Mr. Edwards' and Mr. Norlin's reports.

Mr. Russell is urging that corrective action be taken immediately because of his critical stock-watering problem, and I advised him that I would seek your assistance in securing an investigation as early as possible in the hopes that we could determine whether or not we have any liability not later than the middle of next week. I will appreciate your advising either Mr. May or myself with respect to your findings so that we may call Mr. Russell and inform him of the position we are going to take as early as possible.

Yours very truly,

CW Enfield

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - R. L. May
Forrest Cooper
R. L. Porter
Tom Edwards
Don Norlin

8

FORM E-90 25M 9-51 52315

BFI - [illegible]
4[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 16, 1954

SUBJECT:

To: H. G. Smith
Construction Engineer

NOTED
W. C. WILLIAMS

Dear Sir

Repeated inspections of the Anlauf-Rice Hill surfacing job have been made both by Mr. Young and by myself with numerous conferences with Mr. Yett in regard to progress and with regard to street work on the project.

The contractor, Porter Yett, has insisted that the plant could not be put on a two shift basis because of the difficulty of properly opening up the quarry and getting working room. Up until about ten days ago, there appeared to be some basis for this thinking, however, no particular attempt has been made to eliminate the bottle necks and it is very obvious at this time that the project cannot be completed and paved on the schedule which the contractor has set up.

Further, considerable instructions have been issued in regard to street work. At present, the contractor does not have sufficient street equipment to properly lay the base and as of this date we have advised the Resident Engineer that unless adequate rolling equipment is on the project by Monday morning, July 19, he shall cease to place rock on the road as of that date. The contractors schedule during the past three weeks has resulted in the placing of approximately 1500 cubic yards of material on the road in one location for which one roller has been provided. This roller has not operated continuously. The operation has been extented and the placing of material in a second location is now underway for which no roller has been provided.

NOTED
State Highway Engineer

REFERRED TO
Williams
By Construction Engineer

Very truly yours

Tom Edwards

Tom Edwards
Division Engineer

RECEIVED
JUL 19 1954
OFFICE OF
CONSTRUCTION ENGINEER

TE:ri

[illegible]

FORM E-30 25M 9-51 52315

48 17

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July , 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To:

E. A. Case
Construction Office Engineer

Dear Sir:

Reply is made to your letter of July 2 concerning laboratory samples 330338, 330339, 330340.

Resident Engineer Owen has inspectors on the two crushers producing aggregate for the Anlauf-Rice Hill project. On the day in question, June 25, it appeared to the inspector that due to rain that day the scalping screen was not properly removing the dirt, and he requested the contractor to move his operations to another portion of the pit where material was being removed from the sand lift and where scalping was not a factor.

In as much as the raw product was clean the contractor questioned the necessity of this move, but did move as directed, but in view of the slight controversy in regard thereto the inspector took three samples of the questionable product. The reports indicate that his judgement was correct and that the immediate steps taken to correct the situation were proper and adequate.

Very truly yours,

Tom Edwards

Tom Edwards
Division Engineer

TE:gb
cc: W. C. Williams
[illegible] Owen

RECEIVED
JUL 9 1954
OREGON
STATE HIGHWAY COMMISSION

FORM E-30X 37½ 3-54 73730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2nd, 1954

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Laboratory Reports Nos. 339338, 339339 and 339340 indicate an excess amount of P.I. in the 3/4" - 0" rock samples at the crusher on the Anlauf-Rice Hill contract.

Please see that this is corrected immediately.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR

cc to: W. C. Williams
Robert Ewen

Form E-51—30M—1-54

GON STATE HIGHWAY DEPART T
Materials Division

LABORATORY REPORT

		Prefix No.	10-1034
Project	Anlauf-Rice Hill	County	Douglas
Highway	Pacific	F. A. Project No.	FI-18 (16)
Contractor	Porter W. Yett	Contract No. 4019	
Submitted by	R. T. Owen	Date reported	June 28, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Long Quarry	Sampled at	Crusher
		Date received	June 25, 1954
To be used	Surfacing	Quantity represented	2000 c.y.
Sampled by	C. R. Thompson		

TEST RESULTS

Type of material Crushed Rock 3/4"-0"
Screen opening: To ¼": Square; ¼" and below: Square:

Laboratory No. 39338
Data Sheet No. A-31998

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3/4	0	0	
1/2	6.4	6.4	
1/4	41.9	48.3	
10	27.6	75.9	
40	11.8	87.7	
P40	12.3	12.3	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		%
Plasticity index: Natural fines	5	%
Manufactured fines		%
Liquid limit: Natural fines	27	%
Manufactured fines		

RECOMMENDATIONS

Material as represented by this sample .... suitable for use. Excess PI

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Edwards
- x Resident Engineer Owen
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

NOTED
W. C. WILLIAMS

Engineer of Materials

State Printing 72213

Form E-61—20M—1-54

O[illegible]GON STATE HIGHWAY DEPART[illegible]T
Materials Division

LABORATORY REPORT

Prefix No. 10-1084
County Douglas
F. A. Project No. FI-1B9(16)
Date reported June 28, 1954

Project Anlauf-Rice Hill
Highway Pacific
Contractor Porter W. Yett
Submitted by R. T. Bean

Contract No. 4019

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Long Quarry
Sampled at Crusher
Date received June 25, 1954
Quantity represented 2000 c.y.
To be used Surfacing
Sampled by C. R. Thompson

TEST RESULTS

Type of material Crushed Rock 3/4"-0"
Screen opening: To ¼": Square; ¼" and below: Square:

Laboratory No. 339339
Data Sheet No. A-31598B

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3/4	0	0	
1/2	1.5	1.5	
1/4	23.8	25.3	
10	26.9	52.2	
40	20.4	72.6	
P40	27.4	27.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		%
Plasticity index: Natural fines	5	%
Manufactured fines		%
Liquid limit: Natural fines	26	%
Manufactured fines		

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess PI. Excess passing [illegible].

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Edwards
- x Resident Engineer Bean
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

NOTED
W. C. WILLIAMS

Engineer of Materials

State Printing 72213

Form [illegible]-61—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

				Prefix No.	10-1094
Project	Anlauf-Rice Hill			County	Douglas
Highway	Pacific	Contract No.	4019	F. A. Project No.	[illegible]-189(16)
Contractor	Porter [illegible]. Yett			Date reported	June 28, 1954
Submitted by	[illegible]. [illegible]. [illegible]en				

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Long Quarry	Sampled at	Crusher	Date received	June 25, 1954
To be used	Surfacing			Quantity represented	2000 c.y.
Sampled by	C. R. Thompson				

TEST RESULTS

Type of material Crushed Rock 3/4"-0"

Screen opening: To ¼": Square; ¼" and below: Square:

Laboratory No. 33[illegible]40

Data Sheet No. [illegible]-31 [illegible]BC

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3/4	0	0	
1/2	4.0	4.0	
1/4	39.8	43.8	
10	30.2	74.0	
40	14.9	88.9	
200	11.1	11.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		%
Plasticity index: Natural fines	5	%
Manufactured fines		%
Liquid limit: Natural fines	7	%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample .... suitable for use. Excess PI

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Edwards
- x Resident Engineer [illegible]ren
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams

NOT
W. C. WILLIAMS

Engineer of Materials

State Printing 72213

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FORM E-30 25M 9-51 52316

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4-17

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

The subcontract between Porter W. Yett and E. C. Swaggart Company covering the subcontracting of certain portions of Items 9, 10, 12 and 15 of the Anlauf-Rice Hill Contract No. 4019, Oregon BFI-189 (16), in the amount of $179,625.00, is approved and you may so inform the interested parties.

Four copies of the subcontract are being returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
FOR FILING

BFI-189(16)

4019

Salem, Oregon
March 15, 1954

Mr. W. C. Williams

Will you please check with Porter Yett about starting his Anlauf rock crushing job. He has 400,000 yards to crush.

R. H. Baldock

RHB:hi

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MAR 3 1954
FOR FILING

FFI-189(16)

4-19

March 3, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 15, 1954 on Contract No. 4019, Anlauf-Rice Hill Unit, Divide-Rice Hill Section, in Douglas County, in connection with Federal Aid Project No. FFI-189 (16).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:gs

CT 28 1953

OR FILING

October 27, 1953

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts which were awarded to you on September 24, 1953 by the State Highway Commission, as follows:

Contract No. 4019, for paving on the Anlauf-Rice Hill Unit of the Divide-Rice Hill Section of the Pacific Highway in Douglas County.

Contract No. 4020, for grading and pavement widening on the Rice Hill Section of the Pacific Highway in Douglas County.

Copies of these contracts are also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

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SEP 29 1953
FOR FILING

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[illegible]

September 28, 1953

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Dear Mr. Yett:

The State Highway Commission on September 24, 1953 awarded to you State Highway Contract No. 4019 for construction of 14.20 miles of paving on the Anlauf-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway north and south of Yoncalla and also Contract No. 4020 for construction of 1.45 miles of grading and paving on the Rice Hill Section of the Pacific Highway, about 5 miles south of Yoncalla, both in Douglas County. This award was based on your bid of $1,058,604.00 for the Anlauf-Rice Hill Unit and $81,907.00 for the Rice Hill Section, making a total combination bid of $1,140,511.00 which was the low bid submitted to the Commission on that day for these projects.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S.H. Probert
W. M. Franswa, SIAC

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

File

BFI-189(16)

4012

September 24, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project BFI-189(16), Anlauf-Rice Hill Unit of the Pacific Highway to Porter W. Yett of Portland, Oregon, low bidder in the amount of $1,058,604.00 at the September 24, 1953 bid opening.

Very truly yours,

G Polk

C. G. POLK
District Engineer

RECEIVED
1953
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

EFI-18

4019

E.F.I-189(16)

September 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project EFI-189(16), Anlauf-Rice Hill Unit of the Pacific Highway. This is to authorize your advertising for bids.

Our authorization for advertising the project in combination with a State project is given with the understanding that Federal participation will be on the basis of the unit prices offered by the contractor who would be the lowest responsible bidder if only the Federal-aid contract were considered.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

10-1085 Rice Hill Sec., Pacific Hwy. 1953

#4020

W C Williams

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10-1

December 10th, 1956

Rice Hill Section

Pacific Highway

FINAL COST ANALYSIS
Grading and Pavement Widening
Porter W. Yett, Contractor
Robert T. Ewen, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing & Grubbing	100%	All	$2,500	$2,500	$ 2,500.00	$ 2,500.00
*Struct. Excav., Unclass.	72	Cu. Yd.	4.00	4.00	288.00	288.00
*General " "	62,362.4	" "	0.37	0.37	23,074.09	23,074.09
*Short Overhaul	235,278	Yd. Sta.	0.02	0.02	4,705.56	4,705.56
*Long "	6,503	C-Yd. Sta.	0.40	0.40	2,601.20	2,601.20
*Finish R/B & Slopes	1.29	Mile	800.00	800.00	1,032.00	1,032.00
*Rounding Cutbanks	4,000	Lin. Ft.	0.20	0.20	800.00	800.00
*18" Corr. Metal Pipe	212	" "	4.00	4.00	848.00	848.00
*24" " " "	32	" "	6.00	6.00	192.00	192.00
*36" Corr. Metal Pipe, Extra Strength	28	" "	22.00	22.00	616.00	616.00
*8" Perf. Metal Drain Pipe, Coated	60	" "	2.50	2.50	150.00	150.00
*3/8"-0 Backfill in Drains	15	Cu. Yd.	6.00	6.00	90.00	90.00
****3"-0 Material in Base	9,326	" "	2.40	2.58	24,092.73	22,382.40
3/4"-0 Material in Base	1,831	" "	2.50	2.58	4,730.44	4,577.50
Sprinkling	278.1	M/Gal.	3.00	1.33	370.03	834.30
3/4"-0 Material in Binder Course	183	Cu. Yd.	2.60	2.35	429.75	475.80
RC-3 Asphalt in Binder Course	12.8	Ton	50.00	34.06	436.00	640.00
**Class "B" Asphaltic Concrete	2,530.85	"	6.00	5.27	13,351.23	15,185.16
***Aggregate in Shoulder Oiling	223	Cu. Yd.	5.00	2.90	646.79	1,115.00
***150-200 Asphalt in Shoulder Oiling	15.9	Ton	50.00	40.00	636.00	795.00
PA #1, Extra Clearing Sta. 1187+50 to 1189+50	.11	Acre	100.00	90.00	9.90	11.00
*PA #1, Extra Clearing Sta. 1203+50 to 1213+00	.44	"	250.00	225.00	99.00	110.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*PA #1, Extra Clearing Sta. 1238+50 to 1250+00	1.22	Acre	$600.00	$540.00	$ 658.80	$ 732.00
*PA #1, Extra Clearing Sta. 1250+00 to 1272+00	2.09	"	100.00	90.00	188.10	209.00
*PA #1, Extra Clearing Sta. 1272+00 to 1285+50	1.79	"	250.00	225.00	402.75	447.50
*PA #2, Furnish and Place 18" Concrete Pipe	33	Lin. Ft.	3.25	3.25	107.25	107.25
*PA #3, Furnish and Place 12" Concrete Pipe	33	" "	1.70	1.70	56.10	56.10
*PA #4, RS-1 Asphalt in Fog Coat	1.37	Ton	78.00	72.70	99.60	106.84
*PA #6, 8" Perforated Pipe	240	Lin. Ft.	1.65	1.65	396.00	396.00
*PA #6, 8" x 7" Bands	9	Each	1.53	1.53	13.77	13.77
*PA #6, Loading, Hauling, Storage	100%	All	20.00	20.00	20.00	20.00
*** PA #7, RS-2 Emuls. Asphalt	18.4	Ton	50.00	43.50	800.40	920.00
*** PA #7, ¼"-#10 Seal Aggregate	129	Cu. Yd.	6.50	5.50	709.50	838.50
Force Account					2,318.93	2,392.60
					$87,469.83	$89,262.59

* Riverbend Contractors, Inc.
** D. C. Toye Co.
*** Oregon Asphalt Paving Co.
**** E. C. Swaggart

Gross Revenue	$89,262.59
Total Cost	87,469.83
Net Profit	$ 1,792.76

Net Profit Equals 2.01% of Gross Revenue

Detail of Cost
Contract #4020

Labor:		
Labor & Supervision	$9,339.74	
Labor Insurance	763.70	
Health & Welfare	302.35	
		$10,405.79
Materials:		
RC-3 Asphalt in Binder Course	$ 408.96	
100/200 Paving Asphalt - Class "B"	4,452.52	
RS-1 in Fog Coat	72.56	
		4,934.04
Equipment Rental & Misc. Supplies:		
Equipment Rental, Owned	$6,644.59	
" " , Hired	189.39	
Gas, Oil & Grease	2,033.83	
Freight	57.00	
Small Tools & Misc. Supplies	173.67	
Bond	360.71	
Fuel Oil (For A.C.)	653.72	
Power	576.76	
Home Office & General Overhead	2,451.88	
		13,141.55
		$28,481.38
D. C. Toye Co.		664.65
Oregon Asphalt Paving Co.		2,792.60
Riverbend Contractors, Inc.		41,167.45
E. C. Swaggart		14,363.75
Total Cost		$87,469.83

Remarks:

This was a "State Project" calling for widening of 1.25 miles of highway roadbed involving 62,362.4 cubic yards of excavation; construction of 1.19 miles of rock base on widened roadbed, involving 11,340 cubic yards of crushed material; construction of 2,530.85 tons of asphaltic concrete pavement on the Rice Hill Section of the Pacific Highway in Douglas County.

This project was bid and awarded September 24th, 1953, together with Contract No. 4019, Anlauf-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway. Work was started May 17th, 1954 and completed September 28th, 1955.

The Riverbend Construction Co., Inc., subcontractor for Porter W. Yett, moved in and started clearing on May 17th, 1954, using two men for falling and brushing. This contractor was on the job until May 22nd, then no more work was done until June 12th. The weather in the preceding weeks had been cloudy with showers; however, this apparently was no cause for delay. This contractor had done 50% of the clearing by June 19th. Negotiation of Price Agreement No. 1 for extra clearing of additional width area Station 1187+00 to 1285+50 was completed June 28th, 1954; Price Agreement No. 2 completed June 30th, 1954.

Grading operations by Riverbend started June 21st using one 80-D shovel and three 12 cu. yd. Euclid trucks. Work with this equipment done to week ending June 26th, then removed from the area.

Subcontractor started work again August 23rd with two laborers placing culvert pipe and working two crawler tractors with scrapers. Very little work accomplished this week because of rain. The following week three 17.5 cu. yd. Cobra scrapers and two D-8 Caterpillar tractors were doing the grading. Some difficulty was experienced with traffic this week, making it necessary to hire three flagmen to control traffic.

The week ending September 11th, 1954 this contractor had placed 90% of the pipe and moved approximately 17,000 cu. yd. of excavation.

Work from September 11th to October 23rd progressed normally and then work slowed down considerably because of wet weather. This contractor had about 8,000 cu. yd. of excavation remaining.

November 6th Riverbend Construction ceased all his operations, moving all his equipment out until the next season when conditions permitted working again. Approximately 5,000 cu. yd. of excavation yet to be done at this time.

During the week ending January 8th, 1955 a slide was developing at Station 1225. This slide was not hindering traffic but would have to be corrected before regular work could commence again.

Another slide, Station 1198, developed during the week of January 22nd. It had not been decided yet who was to do the wlide removal.

The Riverbend Construction Co. moved back on the job and commenced work Friday, May 18th, 1955, with the following equipment: one grader, one D-6 cat dozer, one truck-mounted mobile dragline, two 5-yard dump trucks.

Remarks (Cont'd):

The prime contractor, Porter W. Yett, began Monday, May 16th, excavating materials to the edge of the pavement and placing 3"-0 crushed material over same area. 1,600 cu. yd. of 3"-0 material were placed this week.

All grading and excavation, including slide removal, was completed by the Riverbend Construction Co. during the week ending June 11th, 1955. The prime contractor had placed all the base materials except 300 cu. yd. for access roads and processed same during this same week.

Very little work had been done from June 11th until July 16th, when the weather became suitable for oiling. The RC-3 binder course was placed this week.

The contractor started paving Monday, August 8th, and finished August 12th. Rocking of access lines, shoulder oiling and seal coat was yet to be done.

All remaining work was done during the weeks from August 12th to the completion date.

All base rock was produced by E. C. Swaggart, crusher, in Bancock quarry at a cost to Porter Yett of $1.25 per yard. All aggregates for asphaltic concrete were produced at Long quarry by Porter Yett, with D. C. Toye Co. drilling and shooting. Oregon Asphalt Paving Co. did the shoulder oiling and Price Agreement No. 7.

Contract work was officially completed on September 28th, 1955.

M. N. Juve
Chief Cost Analyst

By . . Gordon Hanson

RECEIVED
APR 11 1956
FOR FILING

10-1115

4020

PORTER W. YETT

CONTRACTOR

April 4, 1956

C
O
P
Y

Mr. W. C. Williams
Deputy State Highway Engineer
Salem, Oregon

Re: Yoncalla Contracts

Dear Mr. Williams:

We enclose herewith complete combined cost records on Contracts No. 4019, No. 4020, No. 4213. We are presenting these records to you for your information in as much as we have presented additional claims amounting to approximately $8,501.45.

We have thoroughly analyzed all the operations and as you can see by the percentages applied to the various divisions of cost, indicate that in plain language, we just did not have enough money to perform the work for our bid prices.

It is true, we had two very rough seasons from a weather standpoint, but all in all the percentages of materials and supplies, machinery and equipment repair, labor and overhead costs, etc. are in line dollar percentage wise.

We would appreciate it if you will consider this information as confidential.

Very truly yours,

PORTER W. YETT

By_________________________

PWY/c
Enc. (1)

Yoncalla Costs - Includes Contracts No. 4019 - No. 4020 - No. 4213

Years - 1954 & 1955

Materials & Supplies	65,127.20	126,670.22	191,797.42	22.48
Mchy & Equip. repair	108,494.37	53,286.36	161,780.73	18.96
Small Tools	721.54	299.74	1,021.28	.12
Move & Haul	1,538.02	375.74	1,913.76	.22
Rentals Equipment	49,942.77	10,417.87	60,360.64	7.08
Truck Rentals	41,161.08	33,296.11	74,457.19	8.73
Labor	197,320.00	109,627.18	306,947.60	35.98
Payroll Taxes	14,500.48	8,571.12	23,071.60	2.70
Health & Welfare	4,759.88	2,985.27	7,745.15	.91
	483,565.34	345,529.61	829,094.95	97.18
Overhead	49,524.83	28,260.76	77,785.59	9.12
Depreciation	28,997.54	13,932.73	42,930.27	5.03
Total Costs	562,087.71	387,723.10	949,810.81	111.33
Total Income	521,804.71	331,289.52	853,094.23	100.00
Loss	40,283.00	56,433.58	96,716.58	11.33

RECEIVED
FEB 10 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 6, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4020	11-Final	Porter W. Yett

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1765	B-142391	$ 2,804.61	2/6/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1954

Time Extensions: to Sept. 28, 1955

Completion Date: Sept. 28, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-9-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD
JL

Warrant Mailed:
Ruth Rawlings

RECEIVED
JAN 24 1956
FOR FILING

[illegible]
[illegible]

January 23, 1956

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4020 for work performed on the Rice Hill Section of the Pacific Highway in Douglas County was completed by the contractor, Porter W. Yett, on September 28, 1955 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $2,804.61 will be released to the contractor on or after February 2, 1956. The total contract amount is $89,262.59, of which amount $2,392.60 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts,dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate,Westenfelder & Berg,Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

6

RECEIVED
NOV 23 1955
FOR FILING

4020

November 22, 1955

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from August 31, 1955 to November 30, 1955 within which to complete your contract No. 4020 covering the Rice Hill Section of the Pacific Highway in Douglas County.

We are pleased to inform you that the Highway Commission granted your request to September 28, 1955, the actual completion date of the contract, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Robert Amen,
Resident Engineer

Forrest Cooper,
Construction Engineer

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NOV 1 1955
FOR FILING

[illegible]

4020

October 31, 1955

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Porter W. Yett in connection with contract No. 4020, covering the Rice Hill Section of the Pacific Highway in Douglas County.

This payment, in the amount of $3,951.07, will be released to the contractor on or after November 10, 1955. The retained percentage is $2,673.96.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

TED ON CARD

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OCT [illegible] 1955
FOR FILING

1 1085
4020

October 27, 1955

Request for extension of time
No. 28
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Porter W. Yett for an extension of time on the Rice Hill, Contract No. 4020, from August 31, 1955 to November 30, 1955.

All work was completed by August 31 with the exception of a seal coat, which was ordered at the last moment. This seal coat was over and above the original contract.

The contractor actually completed this project on September 28, 1955, and I recommend the extension be granted to that date without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

Form E-1-Rev 6-55—10M

2

[illegible]ON STATE HIGHWAY DEPARTM[illegible]

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 22, 1955

Section	Rice Hill	Kind of work	Grading & Pavement Widening
Highway	Pacific	Section prefix	10-1085
Contractor	Porter W. Yett	Contract number	4020
Date of contract	September 24, 1953	Date of completion	October 31, 1954
Date work started	May 17, 1954	Estimated date of completion	September 30, 1955
Project authorization	$ 109,020.38	Per cent of time elapsed	%
Exclusive of Engineering	$ 101,267.82		

Estimated cost of completed project, exclusive of engineering . . . . $ 95,423.17

Estimated per cent ~~overrun~~ underrun . . . . 5.36 %

Per cent of contract completed, based on total contract price . . . 100 %

Engineering authorization . . . . . . $ 7,752.56

Engineering cost to date $ 7,316.84, 94.38 %

Date project was completed September 28, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate and all supporting data was submitted to Division office on Monday, October 17th.

This will be the last weekly report submitted for this project.

NOTED
L. H. Young

NOTED
W. T. WRIGHT

RECEIVED
OCT 24 1955
OFFICE OF
CONSTRUCTION ENGINEER

Robert T. Ewen B D Haldeman

Signed Robert T. Ewen By: B.D. Haldeman, Draftsmen

Address Box 308 Yoncalla

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.25				1.25
Miles partially completed	1.25				1.25
Miles completed	1.25				1.25
Total estimated quantities (contract)	62,500				2,400 ton
Total quantities corrected to date	62,372				2,530 ton
Estimated quantities moved or placed to date	62,372				2,530 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
AUG 3 - 1955
FOR FILING

FORM E-30X—37,500—2-55—61967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 2, 1955

SUBJECT:

To: Forrest Cooper
Assistant Construction Engineer

Dear Sir:

I have your letter of August 1 concerning the Rice Hill job. The project finances to the best of our knowledge will be as follows:

Total Project Authorization	$109,020.38
Total Project Cost	114,289.85
Overrun	5,269.47
Percent Overrun	4.8%

The above information is taken from Ewen's weekly report for the week ending July 30.

In arriving at the total project cost I call your attention to the fact that we have used the project engineering figure of $7,752.56 shown in the original authorization. The report indicates an engineering expenditure to date of $3,746.53. You will note we still have a $4,000 engineering cushion, and it is our belief that the engineering on the balance of the project cannot run in excess of $1,500.

In view of the above it appears that Ewen's weekly report is correct, and I can find no reason for your statement concerning lack of communication along the line in regard to these overruns.

Very truly yours,

Tom Edwards

Tom Edwards
Division Engineer

TE:gb
cc: W. C. Williams

RECEIVED
AUG 3 1955
STATE HIGHWAY COMMISSION

RECEIVED
AUG 2 - 1955
FOR FILING

FORM E-30X—50,000—10-54—39484

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1st, 1955

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. Tom Edwards
Division Engineer

NOTED
W. C. WILLIAMS

We have a considerable file of correspondence re a possible overrun in excess of 5% on the Rice Hill job. This file indicates that to the best of your knowledge at the time of the last letter (May 27th, 1955) the job would come through O.K. However, Ewen's July 30th report again indicates an overrun.

Will you please have this matter checked up and give us a report and, if necessary, request for overrun. I might add in passing that there seems to be a lack of communication somewhere along the line re these overruns as they constantly seem to recur at least on the weekly reports without explanation.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams ✓

RECEIVED
AUG [illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 3 - 1955
FOR FILING

10-115

December 31, 1954

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Sir:

I have taken note of your letter of December 20, addressed to the Oregon State Highway Department, attention of Tom Edwards, Division Engineer, Roseburg, and referring to contracts 4019 and 4020. I am at a loss to understand some of the statements in your letter, such as the second paragraph, which I quote:

> "It is understood that the shutdown is to be in conformance with the Standard Provisions of the Oregon State Highway Department, requiring the State forces to take over and maintain roads, driveways, drainage systems of all kinds within the right-of-way from the end of each contract to the termini."

I find nothing in the Standard Specifications or the Special Provisions for contract 4019 or 4020 which requires the State to take over and maintain roads, driveways, drainage systems, et cetera.

In the third paragraph of your letter you are advising us that all signs, barricades and protection for the public and the State Highway Department placed by the contractor will be removed, and notifying us that the State Highway Department shall have full responsibility of maintaining signs, barricades, et cetera. I am also unable to find such a provision or requirement in the general specifications for the contracts referred to.

The last paragraph of your letter states:

"In accordance with the specifications, the road shall be maintained by the State Highway Department in as good a condition as received from the Contractor."

I know of no reference or provision in the contract that requires the State to do this.

The reference covering the suspension of work is found on Page 8 under Section 4 - 6 of the Specifications and Contract Agreements for State Highway Construction, dated September 15, 1940, which I quote in full:

> "If it should become necessary, because of the lateness of the season or any other reason, to stop the work, then the contractor shall open proper drainage ditches, erect temporary structures where necessary, prepare the road so there will be a minimum interference with traffic, and take every precaution to prevent any damage or unreasonable deterioration of the work during the time the work is closed. If upon reopening the work, it is found that any such damage or deterioration has occurred, due to the lack of said precautions, then, and in that event, the contractor shall correct all such conditions at his own expense."

A further reference is found on Page 18 under Section 6-25, which I also quote:

> "Until final acceptance of the contract, the contractor shall be held responsible for any injury or damage to the work or to any part thereof by the action of the elements, or from any cause whatsoever, and he shall make good at his own expense all injuries or damages to any portion of the work before its completion and final acceptance."

I find nothing in the Special Provisions for either of these jobs which relieves the contractor of responsibility during shutdowns or which shifts liability and responsibility to the State Highway Department. I wish it understood that all of the terms of Contracts 4019 and 4020, which you have with the Highway Commission, are in full force and effect and are in no way altered or abridged by your letter of December 20, 1954 referred to above.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. F. Cooper
Mr. Tom Edwards

FC:jv fp

C
O
P
Y

PORTER W. YETT
Contractor

Ready-Mixed Concrete - Cement - Crushed Stone - Sand, Gravel and Screenings - Asphalt and Concrete Paving

6500 N. E. Ainsworth St. Phone WEbster 3251 Portland 13, Oregon

December 20, 1954

Oregon State Highway Department
Roseburg, Oregon

Attn: Mr. Tom Edwards, Division Engineer

Re: Contract #4019
Contract #4020

Gentlemen:

This communication is to advise you of our intention to shut down all operations pertaining to construction within the confines of Contract No. 4019, Anlauf-Rice Hill Unit; Contract No. 4020, Rice Hill Section, with the exception of rock production and stockpiling at the Babcock quarry as of December 22, 1954.

It is understood that the shut down is to be in conformance with the Standard Provisions of the Oregon State Highway Department, requiring the State forces to take over and maintain roads, driveways, drainage systems of all kinds within the right-of-way from the end of each contract to the termini.

You are advised that all signs, barricades and protection required for the public and the Highway Department, placed there by the contractor will be removed. In order that there be no misunderstanding regarding the liability involved in protection of the public, the Highway Department shall have the full responsibility of maintaining signs, barricades, etc., as may be deemed necessary by the Oregon State Highway Department.

In accordance with the specifications, the road shall be maintained by the State Highway Department in as good a condition as received from the Contractor.

Very truly yours,

PORTER W. YETT

By /Signed Porter W. Yett/

PWY/[illegible]

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DEC 17 1954
FOR FILING

11-1185

December 15, 1954

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from October 31, 1954 to August 31, 1955 within which to complete your contract No. 4020, covering the Rice Hill Section of the Pacific Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Robert Ewen,
Resident Engineer

H. G. Smith,
Construction Engineer

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NOV 23 1954
FOR FILING

15-1165

November 22, 1954

Oregon State Highway Commission

Request for extension of time
No. 5
December 7 and 8 Meeting

Gentlemen:

Herewith is a request from Porter W. Yett for an extension of time on the Rice Hill Contract No. 4020, from October 31, 1954 to August 31, 1955.

The contractor bid this project in conjunction with the Anlauf-Rice Hill contract, and was producing the aggregate for both projects from one quarry. At the request of the Division Engineer, he concentrated his efforts on the Anlauf-Rice Hill contract and did not attempt to complete this section.

The project is in adequate shape for winter travel and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr.H. G. Smith

HGS: fp

RECEIVED
NOV [illegible] 1953
FOR FILING

10-1

4020

November 19, 1953

Continental Casualty Company
Northwest Branch Office
152 Denny Way
Seattle 9, Washington

Attention: Edna Fall

Gentlemen:

State Highway Contract No. 4019 awarded to Porter W. Yett for paving the Anlauf-Rice Hill Section of the Pacific Highway is to be completed October 31, 1954.

Contract No. 4020 awarded to Mr. Yett for work on the Rice Hill Section of the Pacific Highway is also to be completed October 31, 1954.

Penalties consisting of charges for engineering may be assessed against the contractor if the work is not completed by the specified date. In many instances, however, extensions of time have been granted without penalty where the circumstances justify the action.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

RECEIVED
OCT 28 1953
FOR FILING

October 27, 1953

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts which were awarded to you on September 24, 1953 by the State Highway Commission, as follows:

Contract No. 4019, for paving on the Anlauf-Rice Hill Unit of the Divide-Rice Hill Section of the Pacific Highway in Douglas County.

Contract No. 4020, for grading and pavement widening on the Rice Hill Section of the Pacific Highway in Douglas County.

Copies of these contracts are also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

Recorded

RECEIVED
SEP [illegible] 1953
FOR FILING

September 28, 1953

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Dear Mr. Yett:

The State Highway Commission on September 24, 1953 awarded to you State Highway Contract No. 4019 for construction of 14.20 miles of paving on the Anlauf-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway north and south of Yoncalla and also Contract No. 4020 for construction of 1.25 miles of grading and paving on the Rice Hill Section of the Pacific Highway about 5 miles south of Yoncalla, both in Douglas County. This award was based on your bid of $1,058,604.00 for the Anlauf-Rice Hill Unit and $81,907.00 for the Rice Hill Section, making a total combination bid of $1,140,511.00 which was the low bid submitted to the Commission on that day for these projects.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

BF-140(9) North Unit, Elbow Lake- 1953
Gardiner Sec., Oregon Coast Hwy.
#4021

Monthly transaction number RECEIVED 9-83	Fo PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	tate **Oregon**
Project report number / 5		County **Douglas**
		Project number **BF-140(9)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **February 19**, 19**54**, is hereby modified as follows:

Revised estimated total cost of project	$ 723,561.20
Revised Federal funds	$ 448,607.00

Other revisions - **None.**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of September, 1957.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds

Chairman, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11170

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FOR FILING

11 [illegible]

4021

Form PR 2 (Revised [illegible])

4021

1129

9

Federal Aid Bond Issue

State Oregon

Project No. BF-140(9)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

[illegible] 11 · 54

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of February, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3th day of August, 1953, a program, which was approved on the 1st day of September, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 9th day of September, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of four hundred twenty-one thousand and 00/100 dollars ($421,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

A4.62

GPO 16—11379-5

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of Bonds authorized by Chapter 491, Oregon Laws 1951, viz.: (Include date and citation of act of legislature by which authorized)

~~(*b*) By other sources~~

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Mar. 1, 1953	Mar. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 275+00 in the NE 1/4, Section 32, T. 20 S., R. 12 W., W.M., and survey station 445+35 in the SW 1/4, Section 10, T. 21 S., R. 12 W., W.M., without exception,

, length 3.233 miles, in Douglas County, being Oregon Federal Aid / Bond Issue project No. BF-140(9), consisting of 3.233 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **four hundred twenty-one thousand and 00/100** dollars ($421,000.00), which does not exceed the authorized Federal pro rata share of **six hundred eighty thousand, three hundred forty-five and 05/100** dollars ($680,345.05), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Bureau of Public Roads.

RECEIVED JAN 9

June 10th, 1956

FINAL COST ANALYSIS

North Unit, Elbow Lake-Gardiner Section
Contract #4021

Grade and Pave

Oregon Coast Highway
Prefix 10-1086-201(41)

Fred H. Slate Co., Oreg. Ltd. and E. C. Hall Co., Contractors
P. F. Burnett, Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$33,281.32	$40,000	$ 33,281.32	$ 40,000.00
Struct. Excav., Unclass.	1,223.1	Cu. Yd.	3.65	4.00	4,468.93	4,892.40
Gen'l. " "	636,728.2	" "	0.437	0.48	278,376.29	305,591.95
Short Overhaul	2,041,588	Yd. Sta.	0.014	0.015	28,036.15	30,777.15
Long Overhaul	41,873	C-Yd. Sta.	0.44	0.50	19,071.95	20,936.50
Finishing R/B & Slopes	3.22	Mile	520.34	600.00	1,675.50	1,932.00
Rounding Cutbanks	10,030	Lin. Ft.	0.159	0.20	1,603.35	2,006.00
12" Concrete Pipe	129	" "	1.52	2.00	196.97	258.00
18" " "	456	" "	3.34	3.50	1,521.97	1,596.00
24" " "	66	" "	5.02	5.25	331.35	346.50
18" Extra Strength Concrete Pipe	429	" "	3.66	4.50	1,573.05	1,930.50
6" Perf. Metal Drain Pipe, Coated	2,362	" "	1.73	2.00	4,084.00	4,724.00
8" Perf. Metal Drain Pipe, Coated	626	" "	2.32	2.50	1,452.79	1,565.00
3/8"-0 Backfill in Drains	446	Cu. Yd.	6.22	6.00	2,778.57	2,676.00
*Metal Guard Rail, Concrete or Metal Posts	3,232	Lin. Ft.	3.50	3.50	11,312.00	11,312.00
*Corr. Metal Sight Posts	50	Each	4.00	4.00	200.00	200.00
**$2\frac{1}{2}$"-0 Material in Base	18,556	Cu. Yd.	3.00	3.40	55,828.64	63,090.40
**3/4"-0 Material in Base and Shoulders	9,594	" "	3.05	3.40	29,288.90	32,619.60
**Sprinkling	1,938	M/Gal.	2.47	3.00	4,794.25	5,814.00
**3/4"-0 Mat'l. in Binder Course	808	Cu. Yd.	5.30	4.25	4,282.92	3,434.00

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
**RC-3 Asphalt in Binder Course	127.69	Ton	$43.26	$50.00	$ 5,524.98	$ 6,384.50
**Class "B" Asphaltic Concrete	12,827.51	"	6.73	7.75	86,336.11	99,413.20
**Aggregate in Shoulder Oiling	864	Cu. Yd.	5.01	5.50	4,335.37	4,752.00
**150-200 Asphalt in Shoulder Oiling	102.23	Ton	34.23	50.00	4,522.63	5,111.50
PA #1, Extra Clearing and Grubbing	3.59	Acre	582.42	700.00	2,090.90	2,513.00
PA #3, Purchase Excess SC-5 Asphalt	38.98	Ton	30.90	30.90	1,204.51	1,204.51
PA #4, Purchase Excess 18" Concrete Culvert Pipe	21	Lin. Ft.	2.25	2.25	47.25	47.25
PA #4, Purchase Excess 6" Perf. Metal Drain Pipe	80	" "	1.02	1.02	81.60	81.60
PA #4, Purchase Excess 6" Bands	2	Each	1.02	1.02	2.04	2.04
**PA #5, 150-200 Asphalt in Pavement Seal	89.49	Ton	37.99	50.00	3,400.35	4,474.50
**PA #5, Aggregate in Seal	490	Cu. Yd.	5.26	6.00	2,580.04	2,940.00
**PA #6, RS-1 in Tack Coat	1.01	Ton	166.47	75.00	168.14	75.75
**Force Account					23,409.92	25,765.29
Subtotal					$617,862.74	$688,467.14
Sale of Timber						1,235.40
Total					$617,862.74	$689,702.54

* Work done all or in part by R & W Construction Co.
** Work done all or in part by J. C. Compton Co.

	Gross Revenue	Total Cost	Profit	% Profit of Gross Revenue
Fred H. Slate Co., Oreg. Ltd. and E. C. Hall Co.	$540,857.49	$488,446.15	$52,411.34	
Proseeds from Sale of Timber by Slate and Hall	1,235.40		1,235.40	
Subtotal	$542,092.89	$488,446.15	$53,646.74	9.89%
J. C. Compton Co.	147,609.65	129,416.59	18,193.06	12.32%
Total	$689,702.54	$617,862.74	$71,839.80	10.41%

Detail of Cost
Fred H. Slate Co., Oreg. Ltd. and E. C. Hall Co.

Labor:

Labor	$188,453.10	
Labor Insurance	11,581.98	
Health and Welfare	3,356.08	
		$203,391.16

Materials:

12" Concrete Pipe	129	Lin. Ft.	at $0.90	$ 116.10	
18" " "	477	" "	" 2.25	1,073.25	
24" " "	66	" "	" 3.15	207.90	
18" Extra Strength Concrete Pipe	429	" "	" 2.65	1,136.85	
6" Perf. Metal Pipe, Coated	2,441	" "	" 1.02	2,489.82	
6" Bands	242	Each	" 1.02	246.84	
8" Perf. Metal Pipe, Coated	624	Lin. Ft.	" 1.55	967.20	
8" Bands	25	Each	" 1.43	35.75	
3/8"-0 Aggregate	446	Cu. Yd.	" 1.85	825.10	
Lumber				15.00	
Cement	10	Sacks	" 1.58	15.80	
Sand	4	Cu. Yd.	" 4.00	16.00	
2½"-0 Aggregate	18,446	Cu. Yd.	" 1.85	34,125.10	
3/4"-0 Aggregate	4,184	" "	" 1.85	7,740.40	
Drill Steel				393.55	
Metal Sight Posts	50	Each	" 1.35	67.50	
Guard Rail, End Pieces	3,232	Lin. Ft.	" 1.54	4,970.24	
					54,442.40

Equipment Rentals and Miscellaneous Expense:

Equipment Rental (Own)	$131,039.40	
Equipment (Hired)	25,996.90	
Gas, Oil and Grease	19,700.52	
Interest Expense	554.80	
Powder	15,768.82	
Freight	4,092.79	
P.L. & P.D. Insurance	1,742.11	
Bond	4,529.57	
Field Office	2,310.05	
Home Office and General Overhead	18,554.50	
		224,289.46
		$482,123.02
Paid R & W for Guard Rail Placing		6,323.13
Total Cost........................		$488,446.15

Work Done by F. H. Slate Co., Oreg. Ltd. and E. C. Hall Co.

Unit	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$33,891.44	$40,000	$ 33,281.32	$ 40,000.00
Struct. Excav., Unclass.	1,223.1	Cu. Yd.	3.65	4.00	4,468.93	4,892.40
Gen'l. " "	636,728.2	" "	0.437	0.48	278,376.29	305,591.95
Short Overhaul	2,041,588	Yd. Mi.	0.014	0.015	28,036.15	30,777.15
Long "	41,873	C-Yd. Mi.	0.44	0.50	19,071.95	20,936.50
Finish R/B and Slopes	3.22	Mile	520.34	600.00	1,675.50	1,932.00
Rounding Cutbanks	10,030	Lin. Ft.	0.159	0.20	1,603.35	2,006.00
12" Concrete Pipe	129	" "	1.52	2.00	196.97	258.00
18" " "	456	" "	3.34	3.50	1,521.97	1,596.00
24" " "	66	" "	5.02	5.25	331.35	346.50
18" Ext. Str. Concrete Pipe	429	" "	3.66	4.50	1,573.05	1,930.50
6" Perf. Metal Drain Pipe, Coated	2,362	" "	1.73	2.00	4,084.00	4,724.00
8" Perf. Metal Drain Pipe, Coated	626	" "	2.32	2.50	1,452.79	1,565.00
3/8"-0 Backfill in Drains	446	Cu. Yd.	6.22	6.00	2,778.57	2,676.00
*Metal Guard Rail, Concrete or Metal Posts	3,232	Lin. Ft.	3.50	3.50	11,312.00	11,312.00
*Corr. Metal Sight Posts	50	Each	4.00	4.00	200.00	200.00
2½"-0 Material in Base	18,446	Cu. Yd.	3.00	3.40	55,505.24	62,716.40
3/4"-0 Material in Base and Shoulders	4,184	" "	3.21	3.40	13,442.09	14,225.60
Sprinkling	1,790	M/Gal.	2.48	3.00	4,445.51	5,370.00
PA #7, Extra Clearing and Grubbing	3.59	Acre	582.42	700.00	2,090.90	2,513.00
PA #4, Purchase Excess 18" Culvert Pipe	21	Lin. Ft.	2.25	2.25	47.25	47.25
PA #4, Purchase Excess 6" Perf. Metal Drain Pipe	80	" "	1.02	1.02	81.60	81.60
PA #4, Purchase Excess 6" Bands	2	Each	1.02	1.02	2.04	2.04
Force Account					22,867.33	25,157.60
Total (Carried Forward)					$488,446.15	$540,857.49

	Total Cost	Gross Revenue
Total (Brought Forward)	$488,446.15	$540,857.49
Sale of Timber		1,235.40
		$561,912.58

Detail of Cost
J. C. Compton Company

Labor:

Labor	$28,534.60	
Labor Insurance and Health and Welfare	2,853.46	
		$31,388.06

Materials:

2½"-0 Aggregate	110	Cu.	Yd.	at	$ 1.85	$ 203.50	
3/4"-0 Aggregate	5,104	"	"	"	1.85	9,442.40	
3/4"-0 "	306	"	"	"	2.10	642.60	
3/4"-0 Aggregate Binder	808	"	"	"	1.85	1,494.80	
Shoulder Oil Aggregate	864	"	"	"	1.85	1,598.40	
Aggregate in Seal	490	"	"	"	1.85	906.50	
Asph. Mix Aggregate	8,790.67	"	"	"	2.10	18,460.41	
RC-3 Asphalt	127.67	Ton		"	23.75	3,287.50	
Freight	127.67	"		"	8.06	1,029.38	
85-100 Asphalt	729.46	"		"	22.50	16,412.85	
Freight	729.46	"		"	7.98	5,818.90	
150-200 Asph. Shldr. Oil.	102.23	"		"	22.50	2,300.17	
Freight	102.23	"		"	8.40	858.73	
150-200 Asph. Seal	89.49	"		"	22.50	2,013.53	
Freight	89.49	"		"	8.40	751.71	
RS-1 Asphalt	1.01	"		"	49.20	49.69	
Heating Oil	504.82	Bbl.		"	3.08	1,553.73	
SC-5 Asphalt Incl. Freight	38.98	Ton		"	30.96	1,204.51	
							68,029.31

Equipment Rentals and Miscellaneous Expense:

Equipment Rentals (Own)	$13,283.83	
" " (Hired)	3,441.85	
Gas, Oil and Grease	3,427.16	
Bond, P.U.C., Interest and Other	3,165.28	
P.L. and P.D. Insurance	360.47	
Small Tools	265.38	
Home Office and General Overhead	6,055.25	
		29,999.22

Total Cost $129,416.59

Work Done by J. C. Compton

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
2½"-0 Material in Base	110	Cu. Yd.	$ 2.94	$ 3.40	$ 323.40	$ 374.00
3/4"-0 Material in Base and Shoulders	5,410	" "	2.93	3.40	15,846.81	18,394.00
Sprinkling	148	M/Gal.	2.35	3.00	348.74	444.00
3/4"-0 Aggregate in Binder	808	Cu. Yd.	5.30	4.25	4,282.92	3,434.00
RC-3 in Binder	127.69	Ton	43.26	50.00	5,524.98	6,384.50
Class "B" Asphaltic Concrete	12,827.51	"	6.73	7.75	86,336.11	99,413.20
Aggregate in Shoulder Oiling	864	Cu. Yd.	5.01	5.50	4,335.37	4,752.00
150-200 Asphalt in Seal Coat	102.23	Ton	34.23	50.00	4,522.63	5,111.50
PA #3, Purchase SC-5 Asphalt	38.78	"	30.90	30.90	1,204.51	1,204.51
PA #5, 150-200 Asphalt in Pavement Seal	89.49	"	37.99	50.00	3,400.35	4,474.50
PA #5, Aggregate in Pavement Seal	490	Cu. Yd.	5.26	6.00	2,580.04	2,940.00
PA #6, RS-1 Asphalt in Tack Coat	1.01	Ton	166.47	75.00	168.14	75.75
Force Account					542.59	607.69
					$129,416.59	$147,609.65

Detail of Paving Cost
J. C. Compton Company

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	12,827.51	Ton	$ 3,887.03	$0.303
Feed Plant	"	"	1,870.34	0.146
Mix Asphaltic Concrete	"	"	18,388.58	1.433
Aggregate in Mixture	"	"	18,460.41	1.439
85-100 Asphalt (Includes Freight)	"	"	22,231.75	1.733
Haul Rejects	"	"	236.33	0.018
Haul to Street	"	"	10,821.59	0.844
Street Work	"	"	8,577.92	0.669
Flagging	"	"	1,862.16	0.145
	12,827.51	Ton	$86,336.11	$6.73

Total Plant Time	109.5 Hours
Down Time	14.0 "
Total Operating Time	95.5 Hours

Average Tons Produced per Hour = $\frac{12,827.51}{95.5}$ = 134.3 Tons

Remarks:

This was a regular "Federal Aid Project" located on the Oregon Coast Highway. The north end of the project was approximately 1.0 mile south of the bridge over the Tahkenitch River. The south end of the project was approximately 2.2 miles north of the city of Gardiner. The overall length of the project was 3.23 miles.

The work to be done under the contract consisted of the construction of 3.23 miles of highway roadbed, rock base and shoulders, asphaltic concrete pavement, oil mat wearing surface, Type O-11 modified, on highway shoulders and such additional and incidental work as called for in the plans and specifications.

The project was bid and awarded to Fred H. Slate Co. Oreg. Ltd. and E. C. Hall Co. on September 24th, 1953. The contractor began work on October 1st, 1953 and completed the project on August 20th, 1955.

The principal contractor began moving in his road building equipment on September 29th, 1953 and commenced clearing on October 1st, 1953. The clearing was accomplished by the use of from one to four D-8 Caterpillar tractors with bulldozers or clearing blades and a crew of men varying in number from two to twenty-four men. This work continued until the last week of November, at which time the operation was closed down for the winter except for minor maintenance. Clearing was resumed during the week ending March 27th, 1954 and all this work was completed by May 30th, 1954.

The contractor sold all the merchantable timber to the Compton Logging Co. who removed it at no cost to the contractor.

The contractor started moving in his grading equipment, consisting of D-8 Caterpillar tractors, bulldozers, 80 scrapers, DW-21's with scrapers, a 2½ cu. yd. power shovel, a 3/4 cu. yd. shovel and dragline attachment, Euclid dump trucks, #12 Caterpillar motor graders, compressors, wagon drills and such other equipment necessary for the expediting of the work, on October 3rd, 1953. He started grading on October 27th, 1953. The material excavated consisted of common and sandstone, some of which had to be drilled and shot. This work proceeded fast until the heavy rains started in November causing the contractor to cease operation for the winter. He resumed the grading on March 15th, 1954 and completed this phase of work during August 1954.

As he was completing the grading the principal contractor began to place the 2½"-0 aggregate on the completed roadbed using hired trucks for hauling from the source of supply. The aggregate was processed by using a D-8 Caterpillar tractor with a bulldozer, a #12 Caterpillar power grader and a 10-ton, 3-leg roller. He completed this work on September 11th, 1954.

As the contractor completed placing the 2½"-0 material on sections of the project he immediately followed with a course of 3/4"-0 aggregate. This material was also hauled with hired equipment and processed by using power graders and rollers. He completed covering the project with 3/4"-0 base material during the week ending October 9th, 1954, at which time he began to move out his equipment and the State took over the maintenance of the project.

On March 28th, 1955 the principal contractor again moved in a small amount of grading equipment and began repairing slides that had occurred during the winter. This work was completed on May 4th, 1955, at which time he moved out completely.

On May 9th, 1955 the subcontractor on paving, J. C. Compton Co., moved in equipment consisting of eight 6 cu. yd. dump trucks, two #12 Caterpillar motor graders, two 3-leg rollers, one ½ cu. yd. shovel with backhoe and two water trucks. He began work on May 10th, 1955 digging out soft spots in the grade and backfilling the areas dug out with 2½"-0 aggregate. As soon as this work was done he hauled and placed what 3/4"-0 material was required in the project. Completing this work on May 17th, 1955, he began preparing the project for the binder course which he completed on May 23rd, 1955.

The paving contractor moved in and started setting up his 4,000-lb. batch plant on May 25th, 1955. He completed this work on May 31st and began paving on June 1st, 1955. He used his own trucks supplemented by hired trucks to haul the mix to the road where it was placed by using two Barber-Greene pavers, one 3-leg, 10-ton roller, one 2-wheel tandem roller and one 3-wheel tandem roller. Excellent progress was made on the paving, the contractor averaging 134 tons per hour. He completed the paving on June 21st, 1955.

On August 6th, 1955 he started processing the shoulders for oiling which work he completed on August 11th, 1955.

As the distributor was released from the shoulder oiling he began placing the seal coat. This work was finished on May 15th, 1955.

He immediately began doing what cleanup work was necessary, completing all work on the project on August 20th, 1955.

Both the principal and subcontractor, having good equipment, an excellent plan of operation and very good supervision, were able to realize a fair profit.

R. D. Asburry
Chief Cost Analyst

By . . F. W. Sugnet

PF 140 (1)

RECEIVED
DEC 1[illegible] 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) December 15, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4021	15-Final	Fred H. Slate Co., Oregon Ltd. & E. C. Hall Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25076	D-138487	$ 20,766.28	12/15/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: none

Completion Date: Aug. 20, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-15-55.

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC [illegible]

Ruth Rawlings

NOTED ON CARD
JL

B

RECEIVED
DEC 6 - 1955
FOR FILING

PF-1-11 (9)
4021

December 5, 1955

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4021 for work performed on the North Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County was completed by the contractor, Fred H. Slate Co. Oreg. Ltd. & E. C. Hall Co., on August 20, 1955 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $20,766.28 will be released to the contractor on or after December 15, 1955. The total contract amount is $688,467.14, of which amount $25,765.29 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
OCT 14 1955
FOR FILING

4021

October 14, 1955

CERTIFIED MAIL

Great American Indemnity Co.
Ellis-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Hanson & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Fred H. Slate Co.Oreg.Ltd. & E.C. Hall Co. in connection with contract No. 4021, covering the North Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County. This payment, in the amount of $45,178.93, will be released to the contractor on or after October 24, 1955. The retained percentage is $20,650.54.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co
Baltimore 3
Maryland

NOTED ON CARD

RECEIVED
AUG 31 1955
FOR FILING

BF 140(11)

August 29, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 20, 1955 on Contract No. 4021, North Unit, Elbow Lake-Gardiner Section in Douglas County, in connection with Federal Aid Project No. BF-140(9).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DBP:ch

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 27, 1955

Section North Unit, Elbow Lake-Gardiner

Kind of work Grading and Paving

Highway Oregon Coast

Section prefix 10-1086

Contractor Slate and Hall

Contract number 4021

Date of contract September 24, 1953

Date of completion September 30, 1955

Date work started October 1, 1953

Estimated date of completion ~~September 1~~ Aug 20 1955

Project authorization $ 745,057.44

Exclusive of Engineering $ 695,417.80

Per cent of time elapsed 95 %

Estimated cost of completed project, exclusive of engineering $ 705,457.48

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 49,639.64

Engineering cost to date $ 44,900.00, 91 %

Date project was completed AUG 20, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Nothing has been done on this project during this week.

The State striping crew should be down next week to stripe this job according to latest information regarding same redeived in this office.

This will be the last report submitted on this project as the construction has been completed and final quantities are being compiled.

F. D. Morgan, Ass't Division Engineer was in office Tuesday PM checking on per mile costs on various items on this and other projects in this area.

NOTED
OSCAR CUTLER

	Sta.	to Sta.	Plan	Cross Section
EXCAVATION	275+00	445+35	505,178 CY	628,670
EMBANKMENT	275+00	445+35	521,001 CY	607,594

NOTED
H. G. SMITH

NOTED
W. T. WRIGHT

RECEIVED
AUG 29 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed P. T. Burnett Res. Engr.

Address Box 122, Reedsport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	NO CHANGE IN QUANTITIES SINCE LAST REPORT				
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	FAIR ALL WEEK		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 17 1955
FOR FILING

F1-14D(1)
4021

Salem, Oregon
August 17, 1955

Mr. P. P. Burnett
Resident Highway Engineer
Box 638
Reedsport, Oregon

Dear Sir:

This is to advise you that at its meeting on August 11, 1955, the State Highway Commission approved increase in project authorization of $47,000.00 on Contract No. 4021, North Unit, Elbow Lake-Gardiner Section in Douglas County.

The present construction authorization is $745,057.44. This amount should be used on all future reports.

Very truly yours,

S. H. Probert
Office Engineer

DBP:ia

cc: Tom Edwards

RECEIVED
AUG 9 - 1955
FOR FILING

4031

August 9, 1955

Oregon State Highway Commission

Gentlemen:

In compiling the final quantities on the North Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway, it appears that there will be a project overrun of approximately $47,[illegible], or seven per cent. The major cause of the overrun was slides encountered on the project, which, together with haul of the material therefrom, resulted in an increased cost of $35,[illegible]. There was an overrun in base surfacing materials of approximately $8,[illegible], with some other minor overruns.

This matter will be on the next agenda, and it is respectfully requested that you authorize additional project authorization in the amount of $47,[illegible] on contract No. 4-21, the North Unit of the Elbow Lake-Gardiner Section of the Oregon Coast Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

4

RECEIVED
MAR 31 1955

~~FOR FILING~~

BF-140(9)

4.21

March 30, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 1 covering correction of fill slides and erosion damage to fill slopes on the North Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County, Contract No. 4021, in connection with Federal Aid Project No. BF-140 (9).

This work is necessary to correct slides in fill slopes and erosion in fills. The work will be done on Force Account basis.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
NOV 24 1954
FOR FILING

(3F - [illegible])
4021

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

W. C. WILL

Salem, Oregon
November 23, 1954

SUBJECT: North Unit Elbow Lake-Gardiner
Oregon Coast
Contract No. 4021

To:
Mr. C. H. Maison
Auditor
Accounting Division
State Highway Department

Dear Sir:

About ten days ago someone from your department handed us a letter from the West Coast Telephone Company to which was attached two bills for moving some poles on the Elbow Lake-Gardiner Section. Apparently the telephone company has been billing the State and the contractor both in the hope that someone would pay the bills.

A field investigation indicates at this particular point the lines of West Coast Telephone Company occupy State Highway right of way. Therefore, it would appear to me that the moving costs should be borne by them as that is our present policy.

Forrest Cooper
Ass't. Construction Engineer

FC:ps
cc: Mr. W. C. Williams ✓

RECEIVED
AUG 1 - 1954
FOR FILING

file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1954

SUBJECT:

To:
Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

In order to construct the north unit of the Elbow Lake-Gardiner project it was necessary to move the lines of the West Coast Telephone Company between Stations 290 and 318. These lines were on public right of way and were moved at the expense of the Telephone Company to a point designated by the engineer.

Subsequent to this move, a change in our plans made it necessary to make some minor shifts in the line at a cost of $151.99. I feel that inasmuch as this second move was occasioned by a change in our plans it is only fair that we reimburse the Company for this additional cost, hence the accompanying Work Order.

([illegible])

Forrest Cooper
Ass't. Construction Engineer

FC:js

Encl.

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1954

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

The subcontract between Fred H. Slate Company and E. C. Hall and J. C. Compton Company covering Items 21 to 26 inclusive on the North Unit, Elbow Lake-Gardiner Contract No. 4021, Oregon BF-140 (9), is approved and you may so inform the interested parties.

Four copies of the subcontract are being returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

NOTED
W. C. WILLIAMS

EAP:ef

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
APR 26 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 3 1953
FOR FILING

November 3, 1953

Fred H. Slate Co.Oreg.Ltd. &
E. G. Hall Co.
7805 S. W. 40th Ave.
Portland 19, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4021, which was awarded to you on September 24, 1953 by the State Highway Commission, covering the North Unit of the Elbow Lake-Gardiner Section of the Oregon Coast Highway, Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 12 1953
FOR FILING

BF-140(9)
4021

October 8, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 1, 1953 on Contract No. 4021, North Unit, Elbow Lake-Gardiner Section, in Douglas County, in connection with Federal Aid Project No. BF-140(9).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DBP:bp

RECEIVED
SEP [illegible] 1953
FOR FILING

September 28, 1953

Fred H. Slate Co., Oreg. Ltd.
7805 S. W. 40th. Ave.
Portland 19, Oregon

Gentlemen:

The State Highway Commission on September 24, 1953 awarded to you State Highway Contract No. 4021 for grading and paving on the North Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway in Douglas County. This award was based on your bid of $616,495.50 (using concrete or metal guard rail posts), which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.
cc: H. G. Smith
S. H. Probert
W. M. Franzwa-SIAC

E. C. Hall Co.
12012 S. W. Barbur Blvd.
Portland 19, Oregon

FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 24, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project BF-140(9), North Unit, Elbow Lake-Gardiner Sec. of the Oregon Coast Highway, to Fred H. Slate Company, Oregon Ltd. & E. C. Hall Company, Portland, Oregon, low bidder in the amount of $618,495.50 at the September 24, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
SEP 18 1953
FOR FILING

file

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Elbow Lake-Gardiner

Highway: Oregon Coast

County: Douglas

Prefix: 10-1497-900

Res. Engr.: P. F. Burnett

Length of Project: 3.233 Miles

Stations: 275+00 **to** 445+35

The recommended total thickness of base course plus wearing surface is 10 inches over selected subgrade material.

Submitted by
Soils Engineer

Recommended by
Construction Engineer

Recommended by
O A White
Ass't Engineer of Materials

Approved by
Ass't. State Highway Engr.

cc
Ass't. State Highway Engr. ✓
Construction Engineer
Engineer of Materials
Division Engineer (Tom Edwards)
Resident Engineer (P. F. Burnett)
Office Engineer
Soils Engineer

9/11/53

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Elbow Lake-Gardiner

Highway: Oregon Coast

County: Douglas

Prefix: 10-1497-900

Res. Engr.: P. F. Burnett

Length of Project: 3.233 Miles

Stations: 275+00 to 445+35

Location		Soil Characteristics					Required Thickness Traffic		
Station	Depth	% Pass 200	LL	PI	R Value	% Silt	Light	Medium	Heavy
289+60	Hor. Hole Face of Bank	39.4	39	9	69	31.0			9½"
307 ±	"	77.4	49	14	17	42.5			21 "
320 ±	Face of Cut-bank	50.8	37	11	50	27.5			10½"
380 ±	Face of Cut-bank	37.2	35	8	21	22.5			21 "
388 ±	Road Subgrade	25.0	42	5	71	17.0			9½"
391 ±	Hor. Hole in cutbank	59.2	57	10	61	25.0			9½"
L419	"	54.4	59	11	58	38.0			9½"
L435	"	67.6	69	23	41	38.0			14 "
L443+60	4' Below Ditch	64.1	58	17	31	35.8			17½"

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

CF-14-21
4621
[illegible]

September 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BF-140(9), North Unit, Elbow Lake-Gardiner Section of the Oregon Coast Highway. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

9/17

RECEIVED
JUL 15 1952
FOR FILING

BF-140(9)

4021

OREGON STATE HIGHWAY DEPARTMENT

CONSTRUCTION DIVISION

Soils Section
Subbase and Base Design

~~Section: Elbow Lake~~ - Gardiner

Highway: Oregon Coast

County: Douglas

Prefix: 10-1497

Resident Engineer: Walter Wright

Length of Project: 5.4 Miles

L275 to Eq. L536+54
L536+54 = 684+56
Sta. 684+56 to 660+52

Location			Soil Characteristics				Required Thickness		
Station	Depth	Pass 200	LL	PI	R Value	% Silt	Traffic	Traffic	Heavy Traffic
286+60		39.4	39	9	72	31			9½
L 301+40		45.8	41	10	62	27			9½
L 305+50	8'	53.6	41	5	46	26.5			14½
P 671	2'	94.1	57	18	10	52.8			27
665+20	70'	42.1	34	8	48	20.5			12
703	3	39.6	33	3	52	19.0			11
780+50	From cutbank below existing grade	67.2	68	21	23	37.0			22½
		64.1	58	17	31	35.8			20
P 789		67.6	69	23	33	38.0			19
P 805		54.4	59	11	63	38.0			9½
P 833+50		59.2	57	10	66	25.0			9½
P 836		25.0	42	5	71	17.0			9½
P 844		37.2	35	8	19	22.5			19½
P 909		50.8	37	11	54	27.5			11½
P 917		77.4	49	14	17	42.5			24½

Remarks:

The design recommended by this office is for 9½" total thickness of surfacing to be used on 18" of material from the following stations, which is suitable for subgrade reinforcement material: Stations 286+60, L 301+40, P 805, P 833+50, and P 836. In the resident engineers opinion there is sufficient quantity of this material to be used as an 18" layer over the entire job.

It is recommended that the subgrade reinforcement material be selected so as to have a PI of less than 10.

Submitted by Jos. H. Schaub - Soils Eng.
Ass't. Const. Engineer

Recommended
Construction Engineer

Recommended G W Harra
Eng. of Materials

Approved
Ass't. State Hwy. Eng.

cc
Ass't. State Hwy. Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Soils Engineer

RECEIVED
FOR FILING

FORM E-90X 25M 4-52 56606

10-11-57

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 15, 1952

SUBJECT:

To:

Walter Wright
Resident Engineer

Dear Sir

I have the soils department's report on the surfacing for Elbow Lake-Gardiner. The approved thickness provides for 9 1/2" total surfacing placed over 18" of selected base reinforcement.

The 9 1/2" appears to be a little thin, previously in the coast area, we have used 3 1/2" of AC pavement, 1 1/2" of leveling course and 5" of base. I suggest that you stay with this standard as I believe the 4 1/2" would be a little to thin to cover up any possible weaknesses in the selected base reinforcement due to inability to properly segregate and place said base reinforcement.

The total depth then to be used will be 10" rather than the 9 1/2" specified.

Very truly yours

R. F. Burnett
For TOM EDWARDS
Division Engineer

TE:rw

cc W. C. Williams
H. G. Smith
G. W. Harra
J. H. Schaub

RECEIVED
JUL 16 1952
OREGON
STATE HIGHWAY COMMISSION

15-1607 Medford Traffic Signals. 1953

4022

15-1611

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 25, 1954

(CONTRACT NO.) NO 22	(EST. NO.)	(CONTRACTOR)	
~~4022~~	3-final	Steeck Electric Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10097	[illegible] R-94936	$ 413.25	5/24/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Feb. 28, 1954

Time Extensions: to April 10, 1954 without penalty

Completion Date: April 9, 1954

Date Accepted: May 11, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-26-54

To the Accounting Division:

Release of the above warrant is hereby authorized

NOTED ON CARD

H. B. Glaisyer
Secretary

By Floyd Query
Assistant Secretary

Warrant Mailed: MAY 26 1954
ааа

RECEIVED
[illegible] FILING

4022

May 17, 1954

teeck Electric Co.
119 N. Stephens
Roseburg, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on May 11, 1954, had under discussion your request for an extension of time from February 28 to April 10, 1954 within which to complete your contract No. 4022, for installing traffic signal in Medford on the Pacific Highway in Jackson County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Tom Edwards,
Division Engineer

Philip H. Oakly
Resident Engineer

G. S. Paxson
Assistant State Highway Engineer

NOTED ON CARD
5-17-54 S

RECEIVED
MAY 1 [illegible]
FOR FILING

4022

May 13, 1954

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4022 for installing traffic signal in Medford, Jackson County, was completed by the contractor, Steeck Electric Company, on April 9 and was formally accepted by the Highway Commission on May 11, 1954.

Final payment in the amount of $413.25 will be released to the contractor on or after May 24, 1954. The total contract amount is $4,350.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

W. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: [illegible]. O. Knox Insurance Service
American Bank Bldg.
Portland, Oregon

NOTED ON CARD

5-13-54, gl

RECEIVED
MAY 10 1954
FOR FILING

4022

May 7, 1954

Request for extension of time
No. 6, last request for
May 11 and 12 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Medford Traffic Signals
Contract No. 4022

Steeck Electric Company, contractor for the Medford Traffic Signals, has requested an extension of time from February 28, 1954, to April 10, 1954, in which to complete their contract.

All work was completed on this contract and the traffic signals placed in operation before the specified completion date. The extension of time is necessary due to the nonarrival of spare gears, which are required as part of the contract.

There has been no inconvenience to the public nor extra expense to the State. It is recommended that this extension of time be granted without penalty to the contractor. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

FMS/ds

Attached

RECEIVED

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 19, 1954

15-1167

4

Mr. Vernon Thorpe
Public Works Director
City of Medford
Medford, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Thorpe:

Pursuant to the request contained in your letter of January 13, there are being sent to you under separate cover drawings showing details of our standard mast arms for traffic signals and luminaire units. These are the detail sheets from our contract traffic signal and illumination plans.

The contract for the McAndrews Road signals is for $4,350.00. The cost for the poles which were furnished by the state is $1,005.93. In addition, the engineering costs will be $429.60, or thereabouts, by the time the job is completed. Thus, the total cost of the two installations will be $5,785.53.

It is hoped that the above gives you all the information you desire. If we can be of further service, please advise.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By F B Crandall
F. B. Crandall
Traffic Engineer

VJ:mm
bc: W.C.Williams ✓

RECEIVED
OCT 28 1953
FOR FILING

[illegible]-1667

4022

October 27, 1953

Steeck Electric Co.
119 N. Stephens
Roseburg, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4022, which was awarded to you on September 24, 1953 by the State Highway Commission, for traffic signal installation in Medford on the Pacific Highway, Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 6 1953
FOR FILING

15 - 1607

4022

4417
4484

Salem, Oregon
October 2, 1953

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with the City of Medford covering the installation of traffic signals at the intersections of McAndrews Road and Riverside Avenue and McAndrews Road and Court Street in the City of Medford.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Medford, Oregon.

Yours very truly,

Secretary

rn
Attach: 1

REFERRED TO [illegible]
BY SECRETARY
to file

RECEIVED
OCT 6 1953
FOR FILING

15-1607

4022

Salem, Oregon
October 2, 1953

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

4417
4434

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with the City of Medford covering the installation of traffic signals at the intersections of McAndrews Road and Riverside Avenue and McAndrews Road and Court Street in the City of Medford.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Medford, Oregon.

Yours very truly,

Secretary

[redacted]
Attach: 1

REFERRED TO
BY SECRETARY

to file

No. 4434
By

ASSIGNMENT

Date: **August 19, 1953**

Description: **Letter of August 18 by Mr. Crandall, letter of August 4 by Mr. Preston, and six copies of State-City agreement re traffic signal installation at McAndrews Road and Court St. and Riverside Avenue, Medford**

Acknowledged by _____ Referred to **Cattrall** ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 9 ________ Report received ________

Remarks:

For execution by City.
WCW

AGENDA
SEP 24 1953

A

ASST. STATE HIGHWAY ENGINEER
Date

Attached are three copies of an agreement covering installation of traffic signals at the intersections of McAndrews Road and Riverside Avenue and McAndrews Road and Court Street in the City of Medford.

Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

This completes Assignment #4434.

John W. Cattrall
Engineer, County and City Relations

By
Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE April 8, 1953 page 39
Secretary

2 copies [illegible]

RECEIVED
SEP 22 1953
OFFICE OF
STATE HIGHWAY ENGINEER

A

FORM E-90 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 22, 1953

AGENDA
SEP 24 1953

A

SUBJECT: Assignment #4434

To: Mr. W. C. Williams
OFFICE

L

REFERRED TO
Glaisyer
By Asst. Chief Engineer

~~APPROVED~~
~~ASST. STATE HIGHWAY ENGINEER~~
~~Date~~

Attached are three copies of an agreement covering installation of traffic signals at the intersections of McAndrews Road and Riverside Avenue and McAndrews Road and Court Street in the City of Medford.

Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

This completes Assignment #4434.

John W. Cattrall
Engineer, County and City Relations

By
Graham

John D. Graham
Office Engineer

W. C. Williams

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE April 8, 1953 page 39
H B Glaisyer
Secretary

2 copies [illegible]

RECEIVED
SEP 22 1953
OFFICE OF
STATE HIGHWAY ENGINEER

A

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 18, 1953

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
McAndrews Road at Court Street and
Riverside Avenue - US99 - Medford
Assignment WCW 4417

To: Mr. W. C. Williams
Asst. State Highway Engineer
Office

I am returning herewith six copies of a State-City Agreement covering the installation of traffic signals at the intersection of McAndrews Road with Court Street and Riverside Avenue in the City of Medford.

These agreements have been checked, found correct and may be handed to Mr. Cattrall for submission to the City.

Crandall

F. B. Crandall
Traffic Engineer

VJ:jr
Enclosures 6

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
53
ENGINEER

RECEIVED
AUG 19 1953
STATE HIGHWAY ENGINEER

ASSIGNMENT

No. 4417
By [illegible]

Date: **August 14, 1953**

Description: **Letter of August 4 by Mr. Preston enclosing traffic signal agreement (6) for signal installation at McAndrews Road at Court Street and Riverside Avenue and US99, Medford**

Acknowledged by _____ Referred to ____**Crandall**______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 8-19-53 Report received ________
me

Remarks: **To check.**

ENT

r State-City Agreement
fic Signal Installation
d at Court Street and
nue - US99 - Medford

In accordance with the request of Mr. F. B. Crandall under the date of July 24, 1953, please find attached hereto the original and five copies of the above captioned agreement for your consideration and approval and return to Mr. Crandall as per his request.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Earl M Preston
Earl M. Preston
Assistant Attorney

PLEASE RETURN TO
W. C. WILLIAMS

EMP:smk
Enc.

NOTED
W. C. WILLIAMS

RECEIVED
AUG 1 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 11 1953
TRAFFIC ENGINEER

FORM E-30 87,900 4-52 90000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1953

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
McAndrews Road at Court Street and
Riverside Avenue - US99 - Medford

To: W. C. Williams
Assistant State Highway Engineer
Office

In accordance with the request of Mr. F. B. Crandall under the date of July 24, 1953, please find attached hereto the original and five copies of the above captioned agreement for your consideration and approval and return to Mr. Crandall as per his request.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Earl M Preston
Earl M. Preston
Assistant Attorney

PLEASE RETURN TO
W. C. WILLIAMS

EMP:smk
Enc.

NOTED
W. C. WILLIAMS

RECEIVED
[illegible] 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 11 1953
TRAFFIC ENGINEER

RECEIVED
1953
FOR FILING

15 1607

4022

October 2, 1953

Neva Samuels, City Recorder
City Hall
Medford, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an Agreement between the State Highway Commission and the City of Medford covering the installation of traffic signals at the intersection of McAndrews Road and Riverside Avenue and McAndrews Road and Court Street in the City of Medford.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
53
FOR FILING

13-1427

4 3 2

4477

September 29, 1953

Mr. Vernon Thorpe
Public Works Director
Medford, Oregon

Dear Sir:

This will acknowledge your letter of September 3, regarding State-City Cooperative Agreement covering traffic signal installation on McAndrews Road at Riverside Avenue (US99) and Court Street (US99) intersections and requesting certain revisions therein.

With regard to your request for consideration looking to additional signal heads, the one signal indication for each direction of traffic was adopted as standard practice a number of years ago and, for the sake of consistency, we would not wish to deviate therefrom.

Turning to item two as contained in your letter, the need for an expansible type of controller which would provide for a varying peak load during the day might deserve consideration when regarding these as isolated intersections; however, if interconnection to provide a positive progressive system along the one-way couplet is ultimately made, variation in the timing program during different periods of the day would conflict therewith.

With regard to item three, having to do with provision for "No Left Turns" at these intersections, I believe the ordinance covering this should be so worded that the regulation does not become effective until such time as the traffic signal is put into operation.

With regard to item four, your thought is well taken, the reason for not prescribing the one-way illuminated signs on the plans being that the McAndrews and Court intersection is an irregular type intersection, and the use of the signs might lead to confusion rather than clarification. Of course this cannot be said of the McAndrews and Riverside intersection. The contract for these two installations is already let, and I think that the best way of handling would be, after conference with you, to make these sign installations as a separate unit of work, if they prove necessary.

Under item five, you asked consideration looking to change in provision in the Agreement which precludes the City of Medford from making any changes in the timing of traffic signals without the approval of the State Highway Department. Our Department is fully appreciative of the fact that the City of Medford is fortunate in having on its staff traffic-minded engineering personnel qualified to make determinations as to the proper signal operation. This is not the situation in other cases, which is the primary reason for incorporating this particular provision in the State-City agreements. Under such circumstances, I think you can appreciate the position of our Department and the reason why such provision must be retained without exceptions.

I note in the final paragraph of your letter that you wish acknowledgment in time for presentation of agreements to the City Council at the meeting scheduled September 15. I regret that we have been unable to make an earlier response due to a detailed review by our Traffic Division and press of work generally.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall

FBC:as fp

No. 4479
By [illegible]

Date: **September 4, 1953** ASSIGNMENT

Description: **Letter of September 3 from City of Medford regarding the traffic signal agreement regarding installation of signals on McAndrews Road at the Riverside Avenue and Court Street intersections**

Acknowledged by _____ Referred to ____**Crandall** ✓________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx Return with rough draft of reply
Please prepare for ____________________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed ________ Report received ________

Remarks: **Advise one signal head only will be installed.**
WCW

This is to acknowledge copies of the Agreement for the proposed traffic signal installation on McAndrews Road at the Riverside Avenue and Court Street intersections.

The Traffic Committee of the City Council, has instructed us to make the following request before it is finally presented to the City Council for their consideration.

1. Because of the fact that Court Street is one-way with three vehicular lanes in addition to two parking lanes, it is felt that one signal light for the Court Street traffic is inadequate. In addition to the many log trucks and lumber trucks driving in the westerly lane and turning off at McAndrews Road, and the large transport trucks using the center lane, it would certainly be difficult for passenger vehicles operating in either the center lane or the Easterly lane to observe this one signal head above the intersection. We respectfully request that consideration be given to provide two signal lights for the Court Street traffic.

2. The traffic counts at this intersection indicated peak traffic periods on McAndrews Road that were not prevelant throughout the day. It is respectfully requested that consideration be given towards an expansible type controller to provide for these peak traffic loads and to provide for normal loads through the remainder of the day. A minimum red interval would be adequate for the McAndrews Road traffic during a major part of each day, but a much longer period would be advisable through the peak traffic periods.

3. An ordinance providing "No Left Turns" at this intersection before the traffic installation is in operation would not particularly be advisable, please advise if a certified copy of the ordinance prohibiting no left turns at the time of operation of the traffic signal would comply with your request.

4. We will appreciate your advice relative to the advisability of installing cold cathode one-way signs for this intersection.

[illegible]

ROBERT A. DUFF
CITY SUPERINTENDENT

CITY OF MEDFORD
MEDFORD, OREGON

September 3, 1953

Oregon State Highway Department
State Office Building
Salem, Oregon

Gentlemen:

This is to acknowledge receipt of the two (2) copies of the Agreement for the proposed traffic signal installation on McAndrews Road at the Riverside Avenue and Court Street intersections.

The Traffic Committee of the City Council, has instructed us to make the following request before it is finally presented to the City Council for their consideration.

1. Because of the fact that Court Street is one-way with three vehicular lanes in addition to two parking lanes, it is felt that one signal light for the Court Street traffic is inadequate. In addition to the many log trucks and lumber trucks driving in the westerly lane and turning off at McAndrews Road, and the large transport trucks using the center lane, it would certainly be difficult for passenger vehicles operating in either the center lane or the Easterly lane to observe this one signal head above the intersection. We respectfully request that consideration be given to provide two signal lights for the Court Street traffic.

2. The traffic counts at this intersection indicated peak traffic periods on McAndrews Road that were not prevelant throughout the day. It is respectfully requested that consideration be given towards an expansible type controller to provide for these peak traffic loads and to provide for normal loads through the remainder of the day. A minimum red interval would be adequate for the McAndrews Road traffic during a major part of each day, but a much longer period would be advisable through the peak traffic periods.

3. An ordinance providing "No Left Turns" at this intersection before the traffic installation is in operation would not particularly be advisable, please advise if a certified copy of the ordinance prohibiting no left turns at the time of operation of the traffic signal would comply with your request.

4. We will appreciate your advice relative to the advisability of installing cold cathode one-way signs for this intersection.

5. We respectfully request that the Highway Commission gives serious consideration toward the provision in your Agreement prohibiting the City of Medford from making any changes in timing of the traffic signals. We appreciate the fact that this is generally advisable, particularly in towns without Engineering Departments or Traffic Engineering Departments. As Medford has a registered Engineer that devotes a part of his time toward traffic engineering, it would seem that consideration should be given towards permitting the City to make changes in timing as they feel necessary for traffic progression. One of the reasons for this request is that the City of Medford is such a great distance from Salem, that it requires a considerable length of time in receiving an answer to the requests on traffic signal timing.

We would appreciate your giving this your earliest consideration in order that the Agreement may be presented to the City Council at their meeting on September 15.

Very truly yours,

Robert A. Duff
City Superintendent

Vernon Thorpe

By Vernon Thorpe
Public Works Director

RECEIVED
SEP 8 1953
TRAFFIC ENGINEER

RECEIVED
SEP [illegible] 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 30 1953
FOR FILING

September 28, 1953

Steeck Electric Co.
119 N. Stephens St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission on September 24, 1953 awarded to you State Highway Contract No. 4022 for installation of Medford Traffic Signals on the Pacific Highway in Jackson County. This award was based on your bid of $4,350.00, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.

cc: H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Frenawa-SIAC

RECEIVED FOR FILING

file

15-1607

4022

Medford

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1953

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

3878

QUERY

Attached is City of Medford Warrant No. 2313 in the amount of $3,100 for its share of the traffic signal installation at the intersections of McAndrews Road and Court Street and McAndrews Road and Riverside Avenue in Medford.

John W. Cattrall
Engineer, County and City Relations

By

D. Graham

John D. Graham
Office Engineer

to advance fund
9-21-53

JDG:MM
Att.

cc: C. H. Maison
W. C. Williams

CEIVED
MAY 20 1953
FOR FILING

Agenda 4-11
Apr. 8, 1953

[illegible]

Medford

April 23, 1953

Mr. Robert A. Duff, City Superintendent
City of Medford
City Hall
Medford, Oregon

Dear Mr. Duff:

The Highway Commission at its meeting April 8 considered your request for a survey to determine the need of traffic signals at the intersections of McAndrews Road with Court Street and Riverside Avenue, being one-way routings of the Pacific Highway through Medford.

An investigation made by the Traffic Engineering Department disclosed that both intersections meet the national warrant for traffic signalization, and in line with the Engineer's recommendation the Commission approved the installation of a signal at each intersection at a total estimated cost of $6,200. This approval, of course, was dependent upon the usual practice of the City contributing half of the cost of installation and agreeing to maintain the signals and furnish electrical energy for their operation after installation.

An agreement is being prepared covering the signals, and when completed will be forwarded to you for your approval.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md 4/22

RECEIVED
APR 8 1953
FOR FILING

[illegible]
Traffic
Lights
Medford
3378

April 6, 1953

Mr. Robert A. Duff
City Superintendent
City Hall
Medford, Oregon

Dear Sir:

Reference is made to my letter to you of January 2, 1953 advising that we would investigate your request for traffic signals at the intersections of McAndrews Road with Court Street and Riverside Avenue. I wish to advise that this investigation has been completed, and we are presenting to the State Highway Commission for consideration at the April meeting a favorable recommendation covering the installation of these two signals at a total cost of $6,200, the cost to be borne equally by the City and State.

Mr. Vernon Thorpe, Public Works Director, in his letter of February 13 to Mr. Crandall, requested that we advise you early in April of the Department's decision with respect to this installation. At such time as the State Highway Commission has taken final action, we will advise you further.

As a part of an over-all program for signalizing the one-way street couplet forming US99 in Medford, it is felt that the next step should be the interconnection of the existing traffic signals with those recommended for installation at McAndrews Road. It is estimated that this interconnection will cost $7,000. If the City would care to budget this money, we will be pleased to present the matter to the State Highway Commission for action and decision at an early date.

After interconnection of the signals on the one-way street couplet in Medford is completed, it is probable that additional traffic signals will be required that will ultimately provide a complete coordinated interconnected progressive signal system.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:hlh mo
cc Mr. F. B. Crandall

RECEIVED
FOR FILING

Misc
Traffic
Lights
Medford

April 3, 1953

Oregon State Highway Commission

Gentlemen:

The City of Medford recently requested that a survey be made to determine need of traffic signals at the intersections of McAndrews Road with Court Street and Riverside Avenue. Court Street and Riverside Avenue are one-way routings of US 99 through Medford. McAndrews Road is a major east-west street, being one of the few streets in the northern part of the city of Medford that crosses Bear Creek and the Southern Pacific Railroad tracks.

Our investigation indicated that both intersections meet the warrant for traffic signalization, and in line therewith it is recommended that signals be installed at each intersection at an estimated cost of $6200, which would be $3,100 each to the City and the State, the City to maintain the signals after installation. In our 1953 minor betterment budget we had anticipated the signal needs in Medford, and funds are provided for the State's financing in the approved budget.

This matter will be on the next agenda, and I recommend your approval.

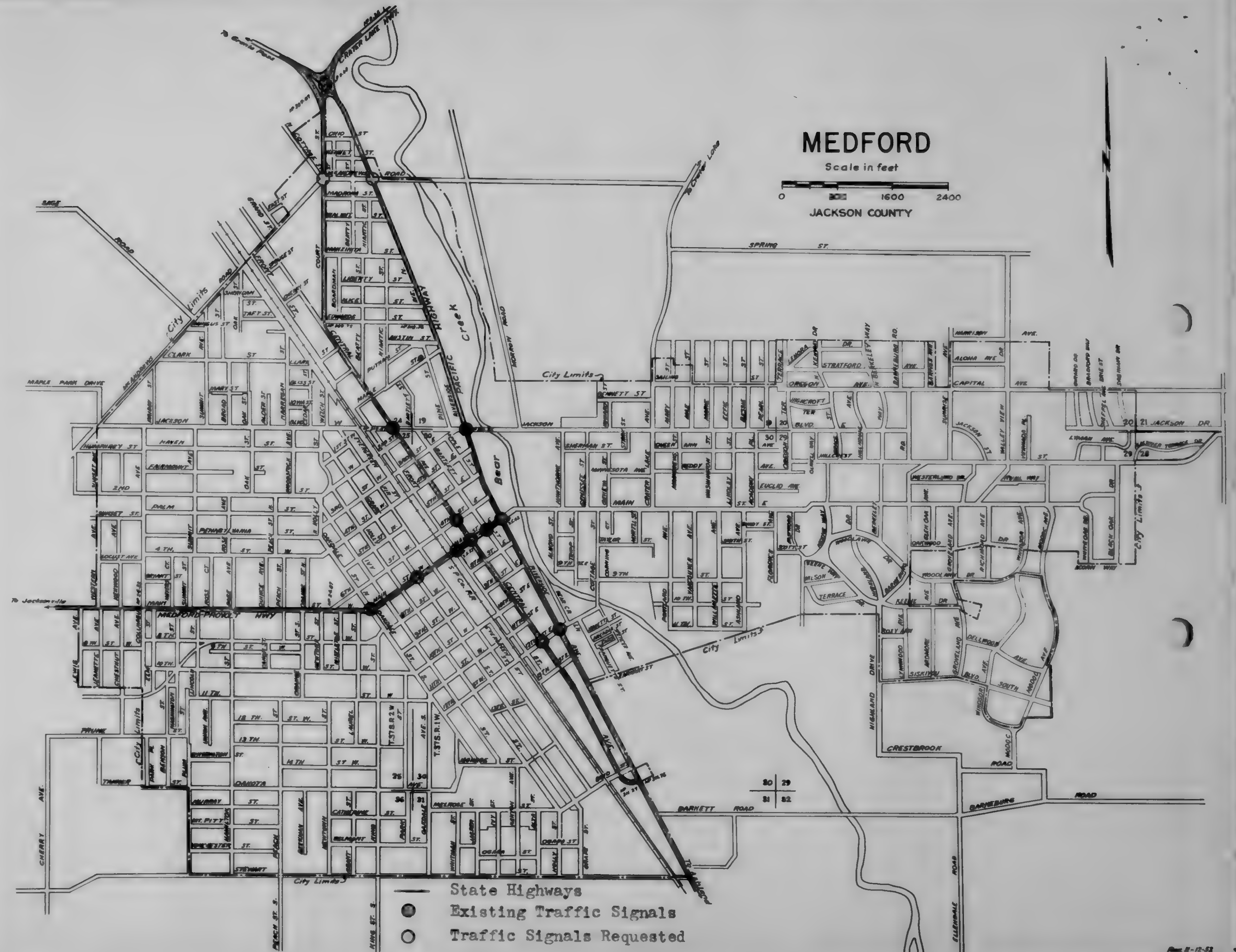
Very truly yours,

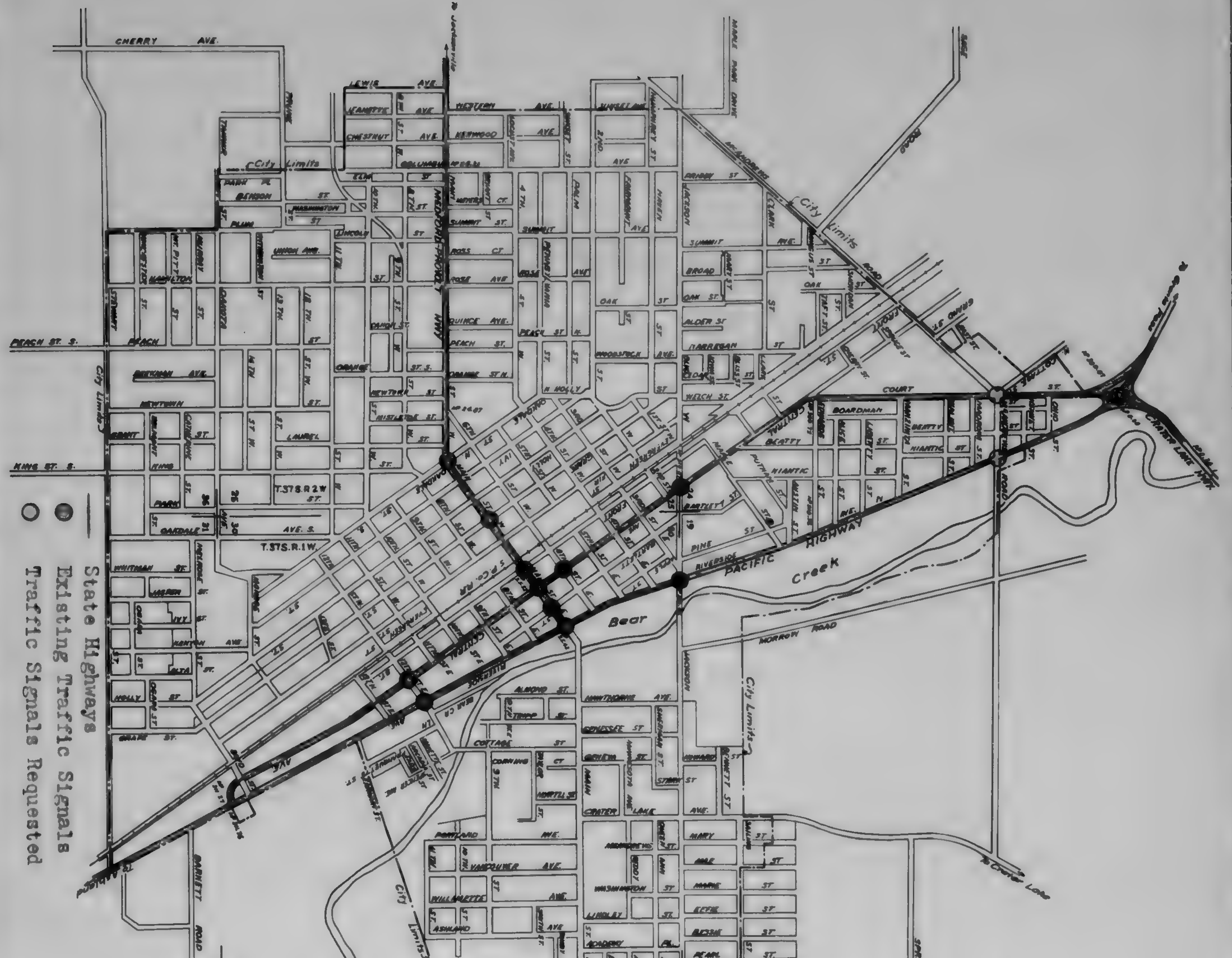
R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall

WCW:me fp

(Maps were attached to copies of letter to Mr. Baldock, Mr. Williams, and Mr. Glaisyer only).


MEDFORD
Scale in feet
0 800 1600 2400
JACKSON COUNTY
State Highways
Existing Traffic Signals
Traffic Signals Requested
PACIFIC HIGHWAY
Bear Creek
CRATER LAKE HWY.
To Grants Pass
To Jacksonville
To Ashland
MEDFORD-PROVOLT HWY
City Limits
SPRING ST.
JACKSON
MAIN
BARNETT ROAD
CRESTBROOK ROAD
HIGHLAND DRIVE
ELLENDALE ROAD
BARNEBURG ROAD
CHERRY AVE.
MAPLE PARK DRIVE
SAGE ROAD
MORROW ROAD
Rev. 11-12-52


MEDFORD
Scale in feet
0
800
1600
2400
JACKSON COUNTY
State Highways
Existing Traffic Signals
Traffic Signals Requested
Bear Creek
PACIFIC HIGHWAY
City Limits
CHERRY AVE.
PEACH ST. S.
KING ST. S.
T.37S.R.2W
T.37S.R.1W
ELLENDALE ROAD
HIGHLAND DRIVE
MORROW ROAD
CRATER LAKE AVE.
COURT
BOARDMAN
RIVERSIDE
JACKSON
BARNETT ROAD
SPRING ST.
VALLEY VIEW
MODOC AVE.
WINDSOR AVE.
GROVELAND AVE.
To Crater Lake
CRATER LAKE HWY.
City Limits

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1953

SUBJECT: Traffic Signal Investigation
Court Street and Riverside Avenue
at McAndrews Road - Medford

To: W. C. Williams

Attached hereto is a copy of a letter received in this office from Vernon Thorpe, Public Works Director, City of Medford, under date of February 13. I call your attention particularly to the last paragraph thereof. Your attention is directed to your letter of January 2 to Mr. Robert A. Duff on the same subject.

Also attached is a suggested draft of a letter to the State Highway Commission recommending installation of traffic signals on Court Street and Riverside Avenue at McAndrews Road and a suggested draft of a letter to Mr. Robert Duff, City Superintendent, Medford, advising him of action that you have taken with respect to this signal project and future signal projects in Medford.

F. B. Crandall

F. B. Crandall
Traffic Engineer

Attachments

JAH:hlh

RECEIVED
APR 1 1953
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

CITY OF MEDFORD

Office of City Superintendent
Medford, Oregon

February 13, 1953

Mr. F. B. Crandall
State Traffic Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Approximately a month ago a representative from your office came to Medford to make a traffic count on McAndrews Road at Court Street and Riverside Avenue. At that time the bridge on McAndrews Road over Bear Creek was under construction and it was felt that a true count of the traffic conditions could not be made.

We wish to advise you that the bridge is now open to traffic and will be paved sometime this summer. We do not believe that the fact that the approaches are not paved will make any appreciable difference in the traffic count.

In order to give you time to make arrangements to make this traffic count, we have contacted the Medford Corporation and have learned that this company will be in full production and that the traffic count at this intersection should be about normal between the 10th and 15th of March.

In order that we may incoroprate a traffic signal for these intersections for the 1953-54 budget, it will be necessary to know sometime in April or early May if the Highway Department will approve the participation of traffic signals at these intersections. We would appreciate having this information as soon as available.

Very truly yours,

/s/ Vernon Thorpe

Vernon Thorpe
Public Works Director

VT/mh

copy made: ph - 3/31/53

RECEIVED
FOR FILING

[illegible]

3818

January 2, 1953

Mr. Robert A. Duff
City Superintendent
Medford, Oregon

Dear Mr. Duff:

In response to your letter of December 1, requesting installation of traffic signals at the intersection of McAndrews Road and Court Street and at McAndrews Road and North Riverside Avenue, I wish to advise that this matter is being made the subject of investigation by the Traffic Engineer; however, the Traffic Engineer advises that the bridge whereby McAndrews Road crosses Bear Creek is under repair and will not be open to traffic until some time late in February. The closure of this bridge has resulted in a change in the traffic pattern in your city such that it is necessary to postpone our field investigation until some time in March. We will, as soon as the bridge over Bear Creek has been opened to through traffic, proceed with the investigation, and after a report has been received in this office and subsequently submitted to the State Highway Commission, advise you of its decision.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:jr WCW:me

cc Mr. F. B. Crandall

No.: 3878
By [illegible]

ASSIGNMENT

Date: December 3, 1952

Description: **Letter from Robert A. Duff, City Superintendent, Medford, dated December 1 re survey for traffic signals on McAndrews Road and Court St and McAndrews Road and North Riverside Avenue.**

Acknowledged by _____ Referred to __ CRANDALL ________

xxInvestigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature

Assignment executed ~~12-31-52~~ 3-31-53 me Report received 12-31-52 me

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

The Council of the City of Medford requested me to petition the Highway Commission to survey for traffic signals the following street and highway intersections in the City of Medford:

McAndrews Road and Court Street

McAndrews Road and North Riverside Avenue

If your study indicates sufficient warrant for signals at these locations, the City desires that they be installed on a cooperative basis.

Very truly yours,

Robert A. Duff
City Superintendent

RAD/mg

NOTED
W. C. WILLIAMS

RECEIVED
DEC 2 1952
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F B CRANDALL

ILED
READ

ROBERT A. DUFF
CITY SUPERINTENDENT

CITY OF MEDFORD
OFFICE OF CITY SUPERINTENDENT
MEDFORD, OREGON

PLEASE RETURN TO
W. C. WILLIAMS

December 1, 1952

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

The Council of the City of Medford requested me to petition the Highway Commission to survey for traffic signals the following street and highway intersections in the City of Medford:

McAndrews Road and Court Street

McAndrews Road and North Riverside Avenue

NOTED
W. C. WILLIAMS

If your study indicates sufficient warrant for signals at these locations, the City desires that they be installed on a cooperative basis.

Very truly yours,

Robert A. Duff
City Superintendent

RAD/mg

RECEIVED
DEC 2 1952
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
B. CRANDALL

FILED
HEAD

15-3242 Siskiyou Sand Shed 1953

#4023

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 21, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1023	3-final	R & M CONSTRUCTION CO.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11717	R-99628	$ 1,521.75	7/28/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: June 30, 1954

Time Extensions: None

Completion Date: June 16, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-12-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By Assistant Secretary

Warrant Mailed: [illegible] 1954

8-12-54 g l

RECEIVED
FOR FILING

1 - [illegible]
4023

July 9, 1954

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

State Highway Contract No. 4023 for construction of a sand storage shed at Siskiyou in Jackson County was completed by the contractor, R. & M. Construction Company, on July 17, 1954, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,521.75 will be released to the contractor after acceptance by the Commission. The total contract amount is $11,991.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

7-9-54
md

md
Enc.

cc - Durham and Bates
901 S. . Washington
Portland 5, Oregon

RECEIVED
JAN 15 1954
FOR FILING

Mr Lewis

January 13, 1953
Salem, Oregon

Mr. C. H. Maison

Attached herewith for your information and guidance is a release delivered to me by the sheriff's office. Said paper is a release from garnishment under writ of attachment of all monies under your control or held by you under or by virtue of said garnishment on Contract No. 4043.

The garnishment was filed in behalf of Virgil O. Anderson, plaintiff. In view of this notification, you are hereby authorized to release to R & M Construction Company immediately all monies due them in connection with this job.

Very truly yours,

Secretary

HBG:ehr

cc C. H. Maison
Floyd Query

Enclosure

[illegible]

RECEIVED
JAN 15 1954
FOR FILING

Mr Lewis

15-[illegible]
[illegible]

January 13, 1953
Salem, Oregon

Mr. C. H. Maison

Attached herewith for your information and guidance is a release delivered to me by the sheriff's office. Said paper is a release from garnishment under writ of attachment of all monies under your control or held by you under or by virtue of said garnishment on Contract No. 4023.

The garnishment was filed in behalf of Virgil O. Anderson, plaintiff. In view of this notification, you are hereby authorized to release to R & M Construction Company immediately all monies due them in connection with this job.

Very truly yours,

Secretary

HBG:ehr

cc C. H. Maison ✓
Floyd Query

Enclosure

NOTED ON CARD
1-13-53

2

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR ~~MARION~~ COUNTY
JACKSON

Virgil O. Anderson

Plaintiff

vs.

John B. Robison and Mae E. Robison, co-partners doing business under the firm name of R & M Construction Company

*Defendant*s

Release
#53-794-L

To STATE HIGHWAY COMMISSION

You are hereby directed to release from Garnishment under Writ of Attachment **in the above entitled Court and cause, any and all debts, money, property, rights, dues, credits, etc., of every nature, in your hands or under your your control or held by you under or by virtue of said Garnishment.**

Dated January 12, 1954

DENVER YOUNG,
Sheriff of Marion County, Oregon,

By A. J. Malstrom
Deputy.

N. B.—If in doubt, communicate with the Sheriff's Office before releasing.

Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Please be advised that John B. Robison and Henry I. Morrow have formed a partnership under the name and style of R & M Construction Company under date of November 22, 1952. This partnership replaces that dissolved under date of November 17, 1952, and is to remain in full force and effect only for the purpose of performing Contract No. 3820 for the Oregon State Highway Commission and until that contract is completed and accepted by the State.

RECEIVED

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 21, 1953

Mr. Denver Young
Sheriff of Marion County
Marion County Court House
Salem, Oregon

In re: Contract No. 3820 & 4023
R & M Construction Co.

Attention: A. J. Malstrom

Dear Sir:

This is by way of response to the writ of attachment and notice of garnishment served on the Oregon State Highway Commission in connection with the case of Virgil O. Anderson vs. John B. Robison and Mae E. Robison, co-partners doing business under the firm name of R & M Construction Company. Please be advised that on Contract No. 4023, entered into by the defendant herein, there is in the custody and under the control of the Oregon State Highway Commission an estimate in the amount of $2,228.17 and a retained percentage on said contract in the amound of $902.25.

Please be advised that on Contract No. 3820, which was originally executed by the R & M Construction Company by John B. Robison, Mae E. Robison and Henry I. Morrow under the date of December 18, 1952, said contract contains the following notice:

> Oregon State Highway Commission
> Salem, Oregon
>
> Attention: Mr. H. B. Glaisyer, Secretary
>
> Gentlemen:
>
> Please be advised that John B. Robison and Henry I. Morrow have formed a partnership under the name and style of R & M Construction Company under date of November 22, 1952. This partnership replaces that dissolved under date of November 17, 1952, and is to remain in full force and effect only for the purpose of performing Contract No. 3820 for the Oregon State Highway Commission and until that contract is completed and accepted by the State.

The assets of this new partnership are essentially the same as those listed in our Prequalification with the State under date of September 1, 1952.

/s/ John B. Robison

/s/ Henry I. Morrow

On said contract there is in the custody and under the control of the Oregon State Highway Commission a retained percentage in the amount of $5,624.85. As will be noted above there is a discrepancy between the description of the defendant and the original co-partnership executing this contract and the subsequent partnership. This discrepancy is a point which the plaintiff must resolve prior to establishing a valid attachment of these funds.

Please also be advised that the above funds are declared by law to be trust funds and can be employed only in connection with payment of claims incurred in the performance of said contract. If the claim in connection with which the attachment has been made is for labor or materials furnished in connection with said contract, then the funds in the custody of the Highway Commission are subject to such attachment to the extent of the amount of the claim, but if the claim is unrelated to the job then the only money earned by the contractors which would be subject to the attachment would be profits on the job.

We have advised the Auditor for the Oregon State Highway Commission to retain custody of all funds now in his custody or to come under his custody and control which are due and owing the defendants herein until it can be determined whether the plaintiff has a right to any of said moneys over and above the State or other person or persons having a priority interest in said moneys as provided for under the laws of this state.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By
EARL M PRESTON
Assistant Attorney

EMP:mbw Mr. C. H. Maison
cc R & M Construction Co.
C. H. Maison
H. B. Glaisyer

RECEIVED
DEC 18 1953
FOR FILING
[illegible]
[illegible]

COPY

Salem, Oregon
December 15, 1953

Mr. C. W. Enfield
Chief Counsel
Building

Dear Mr. Enfield:

Attached is a "Notice of Garnishment" and a "Writ of Attachment" by Virgil O. Anderson against the R & M Construction Company in the amount of $12,241.01 less the sum of $6,863.31. This garnishment was received in our office on December 10 during the Commission meeting and was sent to the Accounting Division. They have advised that the R & M Construction Company is currently engaged on two Highway contracts.

On Contract No. 3820, there is retained the sum of $5,624.85 as of the last estimate which covered work performed to October 10.

On Contract No. 4023 there is retained the sum of $837.90 as shown on the estimate of work performed to November 10. We are requesting the Auditor to withhold further payments on this contract until we have clearance from your office.

Very truly yours

Secretary

FAQ:md

cc - Mr. C. H. Maison

Mr. Maison:

Please withhold all payments until further advised.

RECEIVED
DEC 18 1953
FOR FILING

15-3[illegible]

4023

COPY

Salem, Oregon
December 15, 1953

Mr. C. W. Enfield
Chief Counsel
Building

Dear Mr. Enfield:

Attached is a "Notice of Garnishment" and a "Writ of Attachment" by Virgil O. Anderson against the R & M Construction Company in the amount of $12,241.01 less the sum of $6,863.31. This garnishment was received in our office on December 10 during the Commission meeting and was sent to the Accounting Division. They have advised that the R & M Construction Company is currently engaged on two Highway contracts.

On Contract No. 3820, there is retained the sum of $5,624.85 as of the last estimate which covered work performed to October 10.

On Contract No. 4023 there is retained the sum of $837.90 as shown on the estimate of work performed to November 10. We are requesting the Auditor to withhold further payments on this contract until we have clearance from your office.

Very truly yours

Secretary

FAQ:md

cc - Mr. C. H. Maison

Mr. Maison:

Please withhold all payments until further advised.

FORM E-30X 25M 9-49 34590

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

COPY

Salem, Oregon
December 10, 1953

SUBJECT:

To: H. B. Glaisyer
Secretary
Building

The attached Notice of Garnishment against the R. and M. Construction Company was served on your office this morning and promptly brought to the Accounting Division.

Our records indicate that this firm is currently engaged on two highway contracts. On Contract No. 3820 for the Elkton-Sutherlin Overcrossing the last warrant was mailed out October 30 on Estimate No. 10 which covered work performed to October 10. There is a retained amount of this contract of $5,624.85.

On Contract No. 4023, Siskiyou Sand Storage Shed, the last warrant was mailed out November 30 on Estimate No. 1 for work performed to November 10. The retained amount on this contract is $837.90.

C. H. Maison
Auditor

By:

D. B. Taylor
Assistant Auditor

DBT:nh

Enclosure

RECEIVED
OCT 28 1953
FOR FILING

15-3342

4023

October 28, 1953

R. & M. Construction Co.
136 Main Street
Central Point, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4023, which was awarded to you on September 24, 1953 by the State Highway Commission, for Siskiyou Sand Storage Shed construction in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

ORBGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 29 1953
FOR FILING

September 28, 1953

R & M Construction Co.
136 Main Street
Central Point, Oregon

Gentlemen:

The State Highway Commission on September 24, 1953 awarded to you State Highway Contract No. 4023 for construction of Siskiyou Sand Shed at Siskiyou Summit on US 99 south of Ashland in Jackson County. This award was based on your bid of $12,050.00, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.
cc: H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa-SIAC

20-1609 Springfield Traffic Signals 1953

#4024

RECEIVED
[illegible] 1954
FOR FILING

4024

OREGON STATE HIGHWAY DEPARTMENT
(date)
Aug. 26, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4024	4-final	TROWBRIDGE ELEC. CO.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
17752	R-102565	$ 840.41	8/25/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Feb. 28, 1954

Time Extensions: to July 15, 1954 without penalty

Completion Date: July 2, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-27-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD
8-27-54

Warrant Mailed: AUG 27 1954

RECEIVED
AUG 18 1954
FOR FILING

August 17, 1954

Saint Paul-Mercury Indemnity Co.,
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

State Highway contract No. 4024 for installation of traffic signal on the Springfield Section of the McKenzie Highway in Lane County was completed by the contractor, Trowbirdge Electric Company, on July 2, 1954, and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $840.41 will be released to the contractor on or after August 27, 1954. The total contract amount is $24,998.94, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Saint Paul-Mercury Indemnity Co.,
Ken Bailey Insurance Agency
Pacific Bldg.,
Roseburg, Oregon

NOTED ON CARD

8-17-54

RECEIVED
FOR FILING

[illegible]

[illegible]

July 29, 1954

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Trowbridge Electric Co. on contract No. 4024, covering installation of traffic signal at Springfield on the McKenzie Highway in Lane County.

This payment, in the amount of $7,642.28, will be released to the contractor on or after August 9, 1954. The retained percentage is $747.17.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ken Bailey Insurance Agency
Pacific Bldg.
Roseburg, Oregon

NOTED ON CARD
7-29-54 s

RECEIVED
FOR FILING

June 30, 1954

Trowbridge Electric Co.
136 North Jackson
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 23 had under discussion your request for an extension of time, from May 30 to July 15, 1954, within which to complete your contract No. 4024 for installing traffic signal in Springfield on the McKenzie Highway in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

[illegible] Palmateer,
Resident Engineer

G. [illegible] Paxson,
Assistant State Highway Engineer

RECEIVED
JUN 16 1954
FOR FILING

2C-1607

[illegible]

June 14, 1954

Request for extension of time
No. 7
June 23 and 24 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Springfield Traffic Signals
Contract No. 1024

Trowbridge Electric Company, contractors for the installation of the Springfield Traffic Signals in Lane County, have requested a second extension of time from May 30, 1954, to July 15, 1954, in which to complete their contract.

The nonarrival of the electronic controller, detectors, and other equipment delayed the starting of this job. Since the arrival of this equipment, the contractors have expedited the work as much as possible. The State has incurred no additional engineering expense on account of this delay.

It is recommended that this second extension be granted without penalty to the contractor. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

FMS/ds
Attached

RECEIVED
FOR FILING

April 9, 1954

Trowbridge Electric Co.
136 North Jackson
Roseburg, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on April 1, 1954, had under discussion your request for an extension of time from February 28 to May 30, 1954 within which to complete your contract No. 4024, for installing the Springfield Traffic Signal in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Tom Edwards,
Division Engineer

Wallace A. Palmateer,
Resident Engineer

G. S. Paxson,
Assistant State Highway Engineer

RECEIVED
APR 23 1954
FOR FILING

20-1609

4-24

(42)
4-1-54

April 8, 1954

Mr. L. B. Bartlet
City Manager
Springfield, Oregon

Dear Mr. Bartlet:

This note is simply to inform you that the State Highway Commission at its meeting on April 1 discussed your request for installation of two additional signals on the south "A" Street project, the same to be paid out of the amount budgeted for the signal project. You will be pleased to know that the Commission approved your request and authorized the Engineer to proceed accordingly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: F. B. Crandall

RECEIVED
MAR 26 1954
FOR FILING
[illegible]7
4-1

March 25, 1954

Oregon State Highway Commission

Gentlemen:

At the time we entered into an agreement with the City of Springfield for the construction of the South "A" Street route it was estimated that eight traffic signals would be required, which were estimated to cost $32,000. When the estimates were completed in detail, it appeared that installation of the eight signals would overrun the $32,000 set up in the agreement for the signals, and it was decided to call for bids on only seven signals, as at one intersection (2nd Street) it appeared that signals might not be needed.

Due to a very favorable bid being received for the seven signals, which resulted in a project authorization of $24,665, thus leaving a balance in the traffic signal fund of $7,335, the City is now desirous of installing the one signal left out, together with one additional signal at the eastern terminus of the one-way system. Our traffic investigations indicate that these signals are warranted and should be installed before the one-way street couplet is open to traffic.

The contractor has agreed to install these two signals on the same basis as the seven, and a price agreement covering the same has been executed. Due to the low price on the signals, there will still be an approximate $1,500 left in the traffic signal fund, of which, of course, $750 will be returned to the City of Springfield.

It is requested that you approve the installation of the two additional signals, which will necessitate an increase of $6,400 in the project authorization but will not require any additional financing.

This matter will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. C. H. Maison
Mr. S. H. Probert
WCW:me

RECEIVED
FOR FILING
FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1954

SUBJECT: Springfield Traffic Signals

To:

Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

The addition of the two traffic signals at the intersections of Second and South "A" Streets and 21st and Main Streets in the City of Springfield was handled as follows:

When this project was authorized, the City deposited with the State $16,000, which was half of the estimated cost of the installation. The low bid was $18,200 which, with contingencies and engineering and some state force work, brought the total authorization to $25,143.75, which amount is considerably less than the original estimate. The amount which the City would pay on this installation, including the two additional intersections, is as follows:

City's share at 50 percent -

Contract amount	$ 9,125.00
P. A. No. 1 - Add two intersections	3,169.50
P. A. No. 2 - Additional concrete in bases	38.35
State Force (estimated at $2,050, actually expended)	2,022.22
Engineering (estimate)	894.00
Total	$15,249.07

The matter was discussed several times with the City of Springfield by J. Al Head, and by letter dated February 15, 1954 the City agreed to the additional signal installations provided that its contribution to the entire project would not exceed the deposit by more than $350. Actually, the City's original deposit will more than cover the costs, and there will be a refund to the City of approximately $750.

The request for additional authorization now on your desk is to cover the additional money the State will put into the work, as our original authorization was based on the actual contract amount rather than the preliminary estimate.

GSP:gm

G S Paxson
G. S. Paxson
Assistant State Highway Engineer

RECEIVED
FOR FILING

March 12, 1954

Request for extension of time
No. 3
April 1 and 2 meeting

Oregon State Highway Commission

Gentlemen:

Re: Springfield Traffic Signal
Installation
Contract No. 4024

Herewith a request for an extension of time from February 28, 1954, to May 30, 1954, in which to complete the work on the Springfield Traffic Signal Installation, Trowbridge Electric Company, contractor.

An agreement was made with the City of Springfield to install traffic signals at two intersections in addition to those shown in the contract. This made it necessary for the contractor to order additional material, wiring, signals, controllers, etc. The extension of time is required to permit the arrival of this material and its installation.

It is recommended that this extension of time be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

PMS/ds

RECEIVED
OCT 28 1953
FOR FILING

[illegible]

4024

October 28, 1953

Trowbridge Electric Co.
136 N. Jackson
Roseburg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4024, which was awarded to you on September 24, 1953 by the State Highway Commission, for traffic signal installation in Springfield on the McKenzie Highway, Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP [illegible] 1953
FOR FILING

September 28, 1953

Trowbridge Electric Co.
136 N. Jackson Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on September 24, 1953 awarded to you State Highway Contract No. 4024 for installation of Springfield Traffic Signals on the McKenzie Highway in Lane County. This award was based on your bid of $16,250.00, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Enc.

cc: H. G. Smith
S. H. Probert
C. S. Paxson
W. M. Franzwa-SIAC

RECEIVED
SEP [illegible] 1953
FOR FILING

[illegible]-11-[illegible]

4021

Springfield

August 31, 1953

Mr. C. E. Anderson, Plant Manager
Springfield Plywood Corporation
Post Office Box 187
Springfield, Oregon

Dear Sir:

This will acknowledge your letter of July 31 addressed to the State Highway Commission, Traffic Department, citing the need for traffic signals at the intersection of 14th and Main and the projected South "A" Street.

We have given further consideration to signalization on 14th Street, as the result of which it is now planned to install signals at both 14th and Main and 14th and South "A" Streets.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. F. B. Crandall
Mr. L. B. Bartlett

[illegible]-142(6) Corr [illegible] r-[illegible] th [illegible]. 1973
of th Pacific [illegible]. [illegible].
[illegible]025

RECEIVED
JAN 24 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 17, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4025	10-Final	J. R. Taggart Inc.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
618	B-141230	$ 7,061.69	1/17/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: to Aug. 22, 1955 without penalty

Completion Date: Aug. 22, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-18-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:

Ruth Rawlings

RECEIVED
JAN 9 1956
FOR FILING

4[illegible]

January 9, 1956

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4025 for work performed on the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County was completed by the contractor, J. R. Taggart, on August 22 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $7,061.69 will be released to the contractor on or after January 19, 1956. The total contract amount is $235,389.65, of which amount $526.72 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Saint Paul-Mercury Indemnity Co.
Wendell L. Schollander, Agent
1012 Failing Bldg.
Portland, Oregon

NOTED ON CARD
gl

6

RECEIVED
JAN 3 1956
FOR FILING
FORM E-30X—50,000—10-54—79464

[illegible]
4[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30th, 1955

SUBJECT: Orr Corner-Monmouth
Contract No. 4025

W. C. WILLIAMS

To: Mr. S. H. Probert
Office Engineer
Office

As there was some evidence that tickets may have been issued on the Orr Corner-Monmouth job for materials that were not actually delivered, the Construction Office ordered a recheck of all items that were handled by material receipts. The results were as follows:

Item 19 - Pit Run Gravel in Base: The contractor has material receipts for all but 14 yards as shown by a summary of the material receipt books which are part of the job record. It is probable that a ticket or two were lost or misplaced.

Item 20 - 3/4"-0" Material in Base: A tabulation of the contractor's material receipts and the books show the same quantity.

On Item 21 - Sprinkling we find the contractor has 3.5 M/Gal. less than our books show which is probably also due to a lost ticket.

Item 22 - Sprinkling: The books balance.

While it is possible that material receipts were issued for items not actually delivered, there is no way to determine that at this time. Therefore, it is my recommendation that the quantities as shown by our recapitulation of the material receipt books be used in final payment of the contract items.

Forr Cooper

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams ✓

RECEIVED
OCT 7 1955
FOR FILING

BF-162(-)

4025

October 6, 1955

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. R. Taggart on contract No. 4025, covering the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County. This payment, in the amount of $22,250.61, will be released to the contractor on or after October 17, 1955. The retained percentage is $7,061.69.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Wendell L. Schollander
6920 N. E. Hancock St.
Portland, Oregon

NOTED ON CARD

FORM E-120 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT 4 1955
FOR FILING

[illegible]

4025

October 4, 1955

Mr. J. P. Taggart
690 Seventh St.
Salem, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from June 30 to August 22, 1955 within which to complete your contract No. 4025 covering the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. B. Walker,
Division Engineer

Glen Starkey,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
SEP 19 1955
FOR FILING

[illegible]
4025

September 16, 1955

Request for extension of time
No. 18
September 22-23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from J. R. Taggart for an extension of time on the Orr Corner-Monmouth Contract No. 4025 from June 30, 1955 to August 22, 1955.

All work was completed on this project with the exception of the oiling of the shoulders and the sealing of the pavement. The sealing portion was added to the contract at the last moment.

Because of the delay in the work, the State was able to secure a cheaper price on the sealing. The overrun in time did not inconvenience the public nor cause additional cost to the State.

I recommend the extension be granted without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attach.

cc Mr. H. G. Smith

NAP:dt gm

RECEIVED
SEP 13 1955
FOR FILING

AF-1[illegible] (2)
40 -

September 8, 1955

NOTED
W. C. WILLIAMS

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in the extension of time on the Orr Corner - Monmouth Contract No. 4025, Oregon SF-162 (2), from June 30, 1955, to August 22, 1955, to J. R. Taggart, Contractor.

All work was completed on this project with the exception of the oiling of the shoulders and the sealing of the pavement which was added to the project at the last minute.

Because of the delay, the state was unable to acquire a cheaper price on the sealing and the overrun in time did not inconvenience the public nor cause additional cost to the state.

I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

FW:dt

RECEIVED
SEP 13 1955
FOR FILING

HF-162(2)
4025

September 8, 1955

NOTED
W. C. WILLIAM

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 22, 1955 on Contract No. 4025, Orr Corner-Monmouth Section, in Polk County, in connection with Federal Aid Project No. HF-162(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Asst. State Highway Engineer

cc: John Cattrall

DB:sch

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 14, 1955

Section Orr Corner-Monmouth

Kind of work Grading & Paving

Highway Pacific West

Section prefix 27-1031

Contractor J.R.Taggart

Contract number 4025 F.A.P. 162 (2)

Date of contract September 24, 1953

Date of completion September 30, 1954

Date work started October 2, 1953

Estimated date of completion June 30, 1955

Project authorization $ 274,730.63

Exclusive of Engineering $ 255,194.23

Per cent of time elapsed 159.68 %

Estimated cost of completed project, exclusive of engineering $ 241,848.76

Per cent of contract completed, based on total contract price 97 %

Engineering authorization $ 19,536.40

Engineering cost to date $ 32,712.28, 167.44 %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Started getting project ready for oiling shoulders. Worked part of Thursday placing stakes.

NOTED
H. C. SMITH

NOTED
[illegible]

RECEIVED
MAY 16 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
FORREST COOPER

Signed J F McGee

Address Res Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Showers		
Friday	"		
Saturday			

RECEIVED
NOV 15 1954
FOR FILING

RF-1621
4025

November 9 1954

Mr. J. E. Taggart
[illegible] Seventh St.
Salem, Oregon

Dear Sir:

The State Highway Commission at its meeting held on October 28, 1954 had under discussion your request for an extension of time, from September 30, 1954 to June 30, 1955, within which to complete your contract No. 4025, for grading and paving on the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: J. D. Walker,
Division Engineer

Kevin Laughlin,
Resident Engineer

E. G. Smith,
Construction Engineer

RECEIVED
OCT 25 1954
FOR FILING

October 22, 1954

Request for extension of time
No. 28
October 28 and 29 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from J. R. Taggart for an extension of time on the Orr Corner-Monmouth Section, Contract No. 4425, from September 30, 1954 to June 30, 1955.

Noncompletion of two bridges on this project held up the grading enough to delay the paving and shoulder oiling. All paving has been completed and the project opened to traffic, but at the order of the engineer the shoulder oiling is to be deferred until next year.

I recommend that the extension be granted without penalty, and Mr. C. W. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Encl.
cc Mr. H. G. Smith

EAP hi

RECEIVED
OCT 14 1954
FOR FILING

B.F. 162 (2)

8

October 12, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Orr Corner-Monmouth, Contract No. 4025, Oregon BF-162 (2), from September 30, 1954 to June 30, 1955, to J. R. Taggart, contractor.

Noncompletion of two bridges on this project held up the grading a sufficient amount to delay the paving and shoulder oiling. All the paving has been completed and the project opened to traffic, however, the instructions of the engineer is that the shoulder cannot be oiled until next year.

I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

cc to: H. G. Smith

Form PR 2 (Revised 1950)

S 1194

State Oregon

Federal Aid Bond Issue Project No. BF-162(2)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of April, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 1953, a program, which was approved on the 1st day of September, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 4th day of September, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred seventy-six thousand and 00/100 dollars ($176,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of bonds as follows:

(Include date and citation of act of legislature by which authorized)

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 789+00 in the NW 1/4, Section 6, T. 8 S., R. 4 W., W.M., and survey station 1037+60 in Monmouth in the NW 1/4, Section 30, T. 8 S., R. 4 W., W.M., without exception, length 4.345 miles, in Polk County, being Oregon Federal Aid / Bond Issue project No. BF-162(2), consisting of 4.321 miles of roadway and two bridges, each of more than 20 feet clear span, 0.024 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred seventy-six thousand and 00/100 dollars ($176,000.00), which does not exceed the authorized Federal pro rata share of two hundred eighty-four thousand, five hundred fifty-seven and 90/100 dollars ($284,557.90), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorising funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest

SECRETARY

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting Division Engineer,
Bureau of Public Roads.

MAR 11 1954

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Oregon State Highway Department

Federal Aid Project
No. RF-162 (2)

ORR CORNER-MONMOUTH SECTION

OF THE PACIFIC HIGHWAY WEST IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 25, 1954

Outside City of Monmouth

Type Code 6201
2-Lane Roadway (Sta. 789+00 to Sta. 1006+21)(Contract No. 4025)

All Requires	Clearing and Grubbing (85%)		$ 2,550.00
600 sq. yds.	Removal of Pavement and Walks	$ 0.60	360.00
120 cu. yds.	Structural Excavation, Unclassified	3.00	360.00
62,200 cu. yds.	General Excavation, Unclassified	0.23	14,306.00
179,300 yd. sta.	Short Overhaul	0.01	1,793.00
3,600 C-yd. sta.	Long Overhaul	0.40	1,440.00
3.74 miles	Finishing Roadbed and Slopes	300.00	1,122.00
1,050 lin. ft.	18-inch Concrete Pipe	3.30	3,465.00
80 lin. ft.	24-inch Concrete Pipe	4.30	344.00
76 lin. ft.	36-inch Concrete Pipe	9.00	684.00
51,400 cu. yds.	Pit-run Gravel in Base	1.32	67,848.00
8,860 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.50	22,150.00
1,250 M-gal.	Sprinkling	3.00	3,750.00
520 cu. yds.	3/4" - 0 Material in Binder Course	3.90	2,028.00
80 tons	RC-3 Asphalt in Binder Course	38.00	3,040.00
9,760 tons	Class "B" Asphaltic Concrete	6.00	58,560.00
860 cu. yds.	Furnishing and Placing Aggregates	4.25	3,655.00
70 tons	Furnishing and Placing 150-200 Asphalt	40.00	2,800.00
18 tons	Furnishing and Placing RS-1 Asphalt	40.00	720.00
		Subtotal	$190,975.00
		10% Engr. & Cont.	19,097.50
		Total	$210,072.50

Type Code X021
North Fork Ash Creek Bridge (Sta. 962+60 to Sta. 963+11)(Contract No. 4049)

1,200 lin. ft.	Furnish Treated Timber Piling	$ 1.20	$ 1,440.00
28 only	Drive Timber Piles	45.00	1,260.00
100 Cu. yds.	Class "A" Concrete	59.00	5,900.00
23,000 lbs.	Metal Reinforcement	0.11	2,530.00
		Subtotal	11,130.00
		10% Engr. & Cont.	1,113.00
		Total	$12,243.00

Length of Roadway	3.741 miles
Length of Bridge	0.010 miles
Total Length	3.751 miles
Cost of Roadway per mile	$56,154.10

Inside City Limits Monmouth

Type Code 6201
2-Lane Roadway (Sta. 1006+21 to Sta. 1037+60)(Contract No. 4025)

All Required	Clearing and Grubbing (15%)		$ 450.00
130 sq. yds.	Removal of Pavement and Walks	$ 0.60	78.00
70 lin. ft.	Removal of Curbs	0.50	35.00
1 only	Removal of Catch Basins	25.00	25.00
400 cu. yds.	Structural Excavation, Unclassified	3.00	1,200.00
10,000 cu. yds.	General Excavation, Unclassified	0.23	2,300.00
90,300 yd. sta.	Short Overhaul	0.01	903.00
600 C-yd. sta.	Long Overhaul	0.40	240.00
0.58 mile	Finishing Roadbed and Slopes	300.00	174.00
120 lin. ft.	8-inch Sewer Pipe	1.25	150.00
540 lin. ft.	12-inch Sewer Pipe	1.75	945.00
2 only	Concrete Manholes	275.00	550.00
3 only	Concrete Catch Basins	70.00	210.00
80 cu. yds.	Concrete Curbs	38.00	3,040.00
60 sq. yds.	Concrete Walks	3.30	198.00
9,200 cu. yds.	Pit-run Gravel in Base	1.32	12,144.00
1,540 cu. yds.	3/4" - 0 Material in Base & Shoulders	2.50	3,850.00
220 M-gal.	Sprinkling	3.00	660.00
130 cu. yds.	3/4" - 0 Material in Binder Course	3.90	507.00
20 tons	RC-3 Asphalt in Binder Course	38.00	760.00
2,340 tons	Class "B" Asphaltic Concrete	6.00	14,040.00
140 cu. yds.	Furnishing and Placing Aggregates	4.25	595.00
10 tons	Furnishing and Placing 150-200 Asphalt	40.00	400.00
4 tons	Furnishing and Placing RS-1 Asphalt	40.00	160.00
	Subtotal		$43,614.00
	10% Engr. & Cont.		4,361.40
	Total		$47,975.40

Type Code X021

Middle Fork Ash Creek Bridge (Sta. 1008+25 to Sta. 1009+00)(Contract No. 4049)

20 cu. yds.	Structural Excavation	$ 7.00	$ 140.00
1,000 lin. ft.	Furnish Treated Timbir Piling	1.20	1,200.00
24 only	Drive Timber Piling	45.00	1,080.00
120 cu. yds.	Class "A" Concrete	59.00	7,080.00
27,000 lbs.	Metal Reinforcement	0.11	2,970.00
2 M-FBM	Treated Lumber in Place	250.00	500.00
	SUbtotal		$ 12,970.00
	10% Engr. & Cont.		1,297.00
	Total		$ 14,267.00

Length of Roadway	0.580
Length of Bridge	0.014
Total Length	0.594.
Cost of Roadway per mile	$82,716.20

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Outside City Limits of Monmouth			
Roadway	$210,072.50	$129,931.00	$80,141.50
Structure	12,243,00	7,572.00	4,671.00
Inside City Limits of Monmouth			
Roadway	$ 47,975.40	$ 29,673.00	$ 18,302.40
Structure	14,267.00	8,824.00	5,443.00
	284,557.90	176,000.00	108,557.90

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939; Chap. 491, Laws 1951; Chap. 20, Laws 1953.

State Funds for Maintenance: Chap. 529, Laws 1939

Oregon State Highway Department

Federal Aid Project
No. BF-162 (2)

ORR CORNER-MONMOUTH SECTION
OF THE PACIFIC HIGHWAY WEST IN POLK COUNTY

(Estimate to accompany plans and specifications; not as a basis for project agreement.)

Salem, Oregon, September 2, 1953

Outside City of Monmouth

Type Code 6201
2-Lane Roadway (Sta. 789+00 to Sta. 1006+21)

All Required		Clearing and Grubbing (85%)		$ 3,825.00
600	sq. yds.	Removal of Pavement and Walks	$ 0.75	450.00
120	cu. yds.	Structural Excavation, Unclassified	3.00	360.00
62,200	cu. yds.	General Excavation, Unclassified	0.26	16,172.00
179,300	yd. sta.	Short Overhaul	0.02	3,586.00
3,600	C-yd. sta.	Long Overhaul	0.50	1,800.00
3.74	miles	Finishing Roadbed and Slopes	600.00	2,244.00
1,050	lin. ft.	18-inch Concrete Pipe	3.50	3,675.00
80	lin. ft.	24-inch Concrete Pipe	5.00	400.00
76	lin. ft.	36-inch Concrete Pipe	9.00	684.00
51,400	cu. yds.	Pit-run Gravel in Base	1.75	89,950.00
8,860	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.25	28,795.00
1,250	M-gal.	Sprinkling	2.50	3,125.00
520	cu. yds.	3/4" - 0 Material in Binder Course	4.25	2,210.00
80	tons	RC-3 Asphalt in Binder Course	42.00	3,360.00
9,760	tons	Class "B" Asphaltic Concrete	6.25	61,000.00
860	cu. yds.	Furnishing and Placing Aggregates	4.25	3,655.00
70	tons	Furnishing and Placing 150-200 Asphalt	38.00	2,660.00
18	tons	Furnishing and Placing RS-1 Asphalt	42.00	756.00
			Subtotal	$228,707.00
			10% Engr. & Cont.	22,870.70
			Total	$251,577.70

Length of Roadway	3.741 miles
Length of Bridge	0.010 mile
Total Length	3.751 miles
Cost of Roadway per Mile	$67,248.78

Inside City Limits of Monmouth

Type Code 6201
2-Lane Roadway (Sta. 1006+21 to Sta. 1037+60)

All Required		Clearing and Grubbing (15%)		$ 675.00
130	sq. yds.	Removal of Pavement and Walks	$ 0.75	97.50
70	lin. ft.	Removal of Curbs	0.50	35.00
1	only	Removal of Catch Basins	35.00	35.00
400	cu. yds.	Structural Excavation, Unclassified	3.00	1,200.00
10,000	cu. yds.	General Excavation, Unclassified	0.26	2,600.00
90,300	yd. sta.	Short Overhaul	0.02	1,806.00
600	C-yd. sta.	Long Overhaul	0.50	300.00
0.58	mile	Finishing Roadbed and Slopes	600.00	348.00
120	lin. ft.	8-inch Sewer Pipe	1.25	150.00
540	lin. ft.	12-inch Sewer Pipe	2.00	1,080.00
2	only	Concrete Manholes	250.00	500.00
3	only	Concrete Catch Basins	75.00	225.00
80	cu. yds.	Concrete Curbs	50.00	4,000.00
60	sq. yds.	Concrete Walks	3.25	195.00
9,200	cu. yds.	Pit-run Gravel in Base	1.75	16,100.00
1,540	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.25	5,005.00
220	M-gals.	Sprinkling	2.50	550.00
130	cu. yds.	3/4" - 0 Material in Binder Course	4.25	552.50
20	tons	RC-3 Asphalt in Binder Course	42.00	840.00
2,340	tons	Class "B" Asphaltic Concrete	6.25	14,625.00
140	cu. yds.	Furnishing and Placing Aggregates	4.25	595.00
10	tons	Furnishing and Placing 150-200 Asphalt	38.00	380.00
4	tons	Furnishing and Placing RS-1 Asphalt	42.00	168.00
			Subtotal	$52,062.00
			10% Engr. & Cont.	5,206.20
			Total	$57,268.20

Length of Roadway	0.580 mile
Length of Bridge	0.014 mile
Total Length	0.594 mile
Cost of Roadway per Mile	$98,738.27

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Outside City Limits - Roadway	$251,577.70	$155,584.00	$ 95,241.70
Inside City Limits - Roadway	57,268.20	35,416.00	21,852.20
	$308,845.90	$191,000.00	$117,845.90

NORTH FORK - MIDDLE FORK ASH CREEK BRIDGES

JOB No 1615	UNIT	BID QUANITY	UNIT PRICE	AMOUNT
FURNISH TREATED TIMBER PILING	LIN FT	1,200	1^{50}	$1,800
DRIVE TIMBER PILES	EACH	28	60—	1,680
CLASS A CONCRETE	CU YD.	100	68—	6,800
METAL REINFORCEMENT	LB	23,000	.115	2,645
JOB No 1616				
STRUCTURAL EXCAVATION	CU YD.	20	10—	200
FURNISH TREATED TIMBER PILING	LIN FT	1000	1^{50}	1500
DRIVE TIMBER PILES	EACH	24	62—	1488
CLASS A CONCRETE	CU YD.	120	70—	8400
METAL REINFORCEMENT	LB.	27,000	.115	3105
TREATED LUMBER IN PLACE	M-FBM	2	300—	600
				28,218
			+12.5%	3527
				$31,745

Oregon State Highway Department

Federal Aid Project
No. EF-162 (2)

ORR CORNER-MONMOUTH SECTION
OF THE PACIFIC HIGHWAY WEST IN POLK COUNTY

(Estimate to accompany plans and specifications; not as a basis for project agreement.)

Salem, Oregon, October 12, 1953

Outside City of Monmouth

Type Code 6201
2-Lane Roadway (Sta. 789+00 to Sta. 1006+21)(Contract No. 4025)

All Required		Clearing and Grubbing (85%)		$ 2,550.00
600	sq. yds.	Removal of Pavement and Walks	$ 0.60	360.00
120	cu. yds.	Structural Excavation, Unclassified	3.00	360.00
62,200	cu. yds.	General Excavation, Unclassified	0.23	14,306.00
179,300	yd. sta.	Short Overhaul	0.01	1,793.00
3,600	C-yd. sta.	Long Overhaul	0.40	1,440.00
3.74	miles	Finishing Roadbed and Slopes	300.00	1,122.00
1,050	lin. ft.	18-inch Concrete Pipe	3.30	3,465.00
80	lin. ft.	24-inch Concrete Pipe	4.30	344.00
76	lin. ft.	36-inch Concrete Pipe	9.00	684.00
51,400	cu. yds.	Pit-run Gravel in Base	1.32	67,848.00
8,860	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.50	22,150.00
1,250	M-gal.	Sprinkling	3.00	3,750.00
520	cu. yds.	3/4" - 0 Material in Binder Course	3.90	2,028.00
80	tons	RC-3 Asphalt in Binder Course	38.00	3,040.00
9,760	tons	Class "B" Asphaltic Concrete	6.00	58,560.00
860	cu. yds.	Furnishing and Placing Aggregates	4.25	3,655.00
70	tons	Furnishing and Placing 150-200 Asphalt	40.00	2,800.00
18	tons	Furnishing and Placing RS-1 Asphalt	40.00	720.00
			Subtotal	$190,975.00
			10% Engr. & Cont.	19,097.50
			Total	$210,072.50

2

Type Code X021
North Fork Ash Creek Bridge (Sta. 960+60 to Sta. 963+11)

1,200	lin. ft.	Furnish Treated Timber Piling	1.50	$ 1,800.00
28	only	Drive Timber Piles	60.00	1,680.00

100	cu. yds.	Class "A" Concrete	$ 68.00	$ 6,800.00
23,000	lbs.	Metal Reinforcement	0.115	2,645.00
		Subtotal		$ 12,925.00
		10% Engr. & Cont.		1,292.50
		Total		$ 14,217.50

Length of Roadway 3.741 miles
Length of Bridge 0.010 mile
Total Length 3.751 miles
Cost of Roadway per mile $56,154.10

Inside City Limits of Monmouth

Type Code 6201
2-Lane Roadway (Sta. 1006+21 to Sta. 1037+60)(Contract No. 4025)

All Required		Clearing and Grubbing (15%)		$ 450.00
130	sq. yds.	Removal of Pavement and Walks	$ 0.60	78.00
70	lin. ft.	Removal of Curbs	0.50	35.00
1	only	Removal of Catch Basins	25.00	25.00
400	cu. yds.	Structural Excavation, Unclassified	3.00	1,200.00
10,000	cu. yds.	General Excavation, Unclassified	0.23	2,300.00
90,300	yd. sta.	Short Overhaul	0.01	903.00
600	C-yd. sta.	Long Overhaul	0.40	240.00
0.58	mile	Finishing Roadbed and Slopes	300.00	174.00
120	lin. ft.	8-inch Sewer Pipe	1.25	150.00
540	lin. ft.	12-inch Sewer Pipe	1.75	945.00
2	only	Concrete Manholes	275.00	550.00
3	only	Concrete Catch Basins	70.00	210.00
80	cu. yds.	Concrete Curbs	38.00	3,040.00
60	sq. yds.	Concrete Walks	3.30	198.00
9,200	cu. yds.	Pit-run Gravel in Base	1.32	12,144.00
1,540	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.50	3,850.00
220	M-gal.	Sprinkling	3.00	660.00
130	cu. yds.	3/4" - 0 Material in Binder Course	3.90	507.00
20	tons	RC-3 Asphalt in Binder Course	38.00	760.00
2,340	tons	Class "B" Asphaltic Concrete	6.00	14,040.00
140	cu. yds.	Furnishing and Placing Aggregates	4.25	595.00
10	tons	Furnishing and Placing 150-200 Asphalt	40.00	400.00
4	tons	Furnishing and Placing RS-1 Asphalt	40.00	160.00
		Subtotal		$ 43,614.00
		10% Engr. & Cont.		4,361.40
		Total		$ 47,975.40

Type Code X021
Middle Fork Ash Creek Bridge (Sta. 1008+25 to Sta. 1009+00)

20	cu. yds.	Structural Excavation	$ 10.00	$ 200.00
1,000	lin. ft.	Furnish Treated Timber Piling	1.50	1,500.00

24	only	Drive Timber Piling	$ 62.00	$ 1,488.00
120	cu. yds.	Class "A" Concrete	70.00	8,400.00
27,000	lbs.	Metal Reinforcement	0.115	3,105.00
2	M-FBM	Treated Lumber in Place	300.00	600.00
			Subtotal	$ 15,293.00
			10% Engr. & Cont.	1,529.30
			Total	$ 16,822.30

Length of Roadway	0.580 mile
Length of Bridge	0.014 mile
Total Length	0.594 mile
Cost of Roadway per Mile	$82,716.20

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Outside City Limits of Monmouth			
Roadway	$210,072.50	$130,075.00	$ 79,997.50
Structure	14,217.50	8,803.00	5,414.50
Inside City Limits of Monmouth			
Roadway	47,975.40	29,706.00	18,269.40
Structure	16,822.30	10,416.00	6,406.30
	$289,087.70	$179,000.00	$110,087.70

RECEIVED
FOR FILING
EI-112( )
4025

file

CITY OF MONMOUTH

Polk County, Oregon

C
O
P
Y

January 9, 1954

Oregon State Highway Comm.
W. C. Williams Asst. Eng
Salem, Oregon

Dear Sir:

Enclosed find statement of work completed as by authority of your letter of October 27th, 1953.

Very truly yours,

City of Monmouth

(sgd) Elsie Brisbane

Elsie Brisbane
City Recorder

Original forwarded
to [illegible]
to process for
payment.

RECEIVED
OCT 28 1953
FOR FILING

PF-16212

4052

October 27, 1953

City of Monmouth
Monmouth, Oregon

Attention: Mr. W. A. Martin

Gentlemen:

This is your authority to bill the State Highway Department for the cost of raising the power and telephone line where it crosses the new right of way of the Orr Corner-Monmouth Section of the Pacific Highway West at Station 922+87.

This line serves the property of William H. Lane, and your estimated cost is $122.90.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:

cc Mr. H. G. Smith
Mr. J. D. Walker

FORM E-30 25M 9-51 62315

27-1031

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 23, 1953

SUBJECT:

To:

Mr. H. G. Smith,
Construction Engineer,
Department.

Dear Sir:

Herewith estimate of cost of raising the combination power and telephone pole line for clearance on the Orr Corner-Monmouth Section.

The lines were located on private property. Will you issue a letter authorizing the City to raise the line in question.

Yours very truly,

J. D. Walker,
Division Engineer.

JDW:AM

RECEIVED
OCT 26 1953
OFFICE OF
CONSTRUCTION ENGINEER

FORM E-30 25M 8-51 92219

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23,1953

27-1031

SUBJECT: O.S.F.W. Raise Power & Tel Lines to W. H. Lane Property

To: Mr J.D.Walker
Division Eng'r
State Hwy., Bldg
Salem, Oregon

Dear Sir:

Herewith Order for State Force Work, covering work to be done and a letter from Mr Martin, Monmouth City Supt., stating antisipated cost of raising a city power line and a private telephone line attached to the power line poles, to a minimum height 18 feet, where it crosses the new right-of-way on a private road at approx Eng'r sat 922+87 of Orr Corner - Monmouth Section, Pacific Highway, West, in Polk County.

The City of Monmouth have an easement, to place their power line on Mr William H. Lane's private road, to service his property with electricity. The easement was obtained by the City of Monmouth, by their agreeing to allow Mr Lane's private telephone line to be placed on their poles.

The city was requested to submit an itemized cost of raising the said two lines, by placing two new 40 foot poles, and furnishing necessary other material and labor. There estimated cost is $122.90.

Respecfully Yours

J. F. McGee

John F. McGee
Resident Eng'r.

CO'N:co'n
2 Copies

RECEIVED

FOR [illegible]

FORM E-30 25M 9-51 82316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4th, 1953

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
Building

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between J. R. Taggart & Co. and Warren Northwest Co., Inc. covering Items 22 to 27 inclusive on the Orr Corner-Monmouth Section, Oregon BF-162(2), is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

cc to: W. C. Williams
C. G. Polk - 2

RECEIVED
OCT 28 1953
FOR FILING

[illegible]

4025

October 28, 1953

Mr. J. R. Taggart
620 Seventh St.
Salem, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4025, which was awarded to you on September 24, 1953 by the State Highway Commission, covering the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

[illegible]

RECEIVED
OCT 9 1953
FOR FILING

BF-162(2)

4025

October 7, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 2, 1953 on Contract No. 4025, Orr Corner-Monmouth Section in Polk County, in connection with Federal Aid Project No. BF-162 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DBF:bp

RECEIVED
SEP 29 1953
FOR FILING

4025

Sept. 30, 1953

Elsie Brisbane, City Recorder
City Hall
Monmouth, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Monmouth covering the routing and handling of certain city streets which are made necessary by the construction of the Orr Corner-Monmouth Section of the Pacific Highway West as a throughway.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
1953
FOR FILING

[illegible]

[illegible]

4529

Salem, Oregon
Sept. 30, 1953

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with the City of Monmouth covering the Orr Corner-Monmouth Section of the Pacific Highway West.

The original of the above agreement has been retained in this office for the Commission files and one fully executed copy has been sent to the City Recorder, Monmouth, Oregon.

Yours very truly,

Secretary

rn
Attach: 1

REFERRED TO Query
BY SECRETARY

To file

Ruth - cross reference should be made to our "Secdy Hwy desig." file as Secdy Hwy #194 is extended by this agreement.

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23, 1953

SUBJECT: Assignment #4529

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
By [illegible]

Enclosed are three copies of an agreement with the City of Monmouth covering the Orr Corner-Monmouth Section of the Pacific Highway West. Two copies have been executed by the City of Monmouth after crossing out the words "material and labor" on page 6. This revision was made so that equipment rental could be collected if the city hires equipment to perform some of the work. The total cost of the work is limited by a ceiling set in paragraph 4, page 3.

If the above meets with your approval, this agreement is now ready for presentation to the Highway Commission.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

Bids to be received on Sept. 24, 1953

A

No. 4529
By

ASSIGNMENT

Date: September 22, 1953

Description: **Letter of Sept. 21 by Tom Reeder enclosing seven copies of throughway agreement with the City of Monmouth covering the Orr Corner-Monmouth Section of 99W**

Acknowledged by _____ Referred to **Cattrall**

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

Assignment executed ________ Report received ________

Remarks: **For execution by City.**

PLEASE RETURN TO
W. C. WILLIAMS

r

EEMENT
nmouth.

PLEASE RETURN TO
W. C. WILLIAMS

Herewith, you will find the original and six copies of the proposed form of agreement to be entered into by and between the State and the City of Monmouth covering the routing and handling of certain city streets which are made necessary by the construction of the Orr Corner-Monmouth Section of the Pacific Highway West as a throughway.

You will note that only the original has a map attached thereto. Therefore, the County and City Relations Division should attach additional maps as exhibits to all other copies of the agreement used, and mark the same "Exhibit A".

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J. Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:FRC

FORM E-30 25M 8-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Sept. 21, 1953

SUBJECT: THROUGHWAY AGREEMENT
With City of Monmouth.

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

Herewith, you will find the original and six copies of the proposed form of agreement to be entered into by and between the State and the City of Monmouth covering the routing and handling of certain city streets which are made necessary by the construction of the Orr Corner-Monmouth Section of the Pacific Highway West as a throughway.

You will note that only the original has a map attached thereto. Therefore, the County and City Relations Division should attach additional maps as exhibits to all other copies of the agreement used, and mark the same "Exhibit A".

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J. Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:FRC

Agreement - City of Monmouth
Orr Corner-Monmouth Section
Pacific Highway West
September, 1953

DISTRIBUTION SHEET. **NOT A PART OF ATTACHED DOCUMENT**

Copies Distributed as Follows:

City of Monmouth 1

County of

R. H. Baldock
W. C. Williams
W. W. Stiffler
Accounting
Bridge
Construction
County & City 1
Division No. 2 2
Legal
Maintenance

Office Engineer 1
Personnel
Right of Way
Secretary 1 ✓
Sec. of State
Sign
Traffic
Morelock D.M.S. 1

OFFICE COPY

special provisions which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.

cc: H. G. Smith
S. H. Probert
W. M. Franzwa-SIAC

RECEIVED
SEP 29 1953
FOR FILING

September 28, 1953

Mr. J. R. Taggart
629 7th. St.
Salem, Oregon

Dear Mr. Taggart:

The State Highway Commission on September 24, 1953 awarded to you State Highway Contract No. 4025 for grading and paving 4.32 miles on the Orr Corner-Monmouth Section of the Pacific Highway West, north from Monmouth in Polk County. This award was based on your bid of $234,805.00, which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.

cc: H. G. Smith
S. H. Probert
W. M. Franzwa-SIAC

File ✓

FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BF-162(2)

September 24, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4025 for Oregon Project BF-162(2), Orr Corner-Monmouth Section of the Pacific Highway West, to J. R. Taggart, Salem, Oregon, low bidder in the amount of $234,805 at the September 24, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

M&I

M

Mr. Glaisyer--you may want to get a date on this resolution from County and City Relations.

N STATE HIGHWAY DEPARTMENT
NTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1953

AGENDA
4

5g

405E

SUBJECT:

To: Mr. W. C. Williams
4520 OFFICE

NOTED
W. C. WILLIAMS

Attached is a copy of a resolution signed by the Polk County Court covering a road closure on the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County.

John W. Cattrall
Engineer, County and City Relations

By

Graham

John D. Graham
Office Engineer

JDG:MM
Att.

REFERRED TO
BY SECRETARY

RECEIVED
SEP 21 1953
Office of
STATE HIGHWAY ENGINEER

MAP

M

FORM E-30 28M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

BE-16 [illegible]

40 E

Salem, Oregon
September 21, 1953

AGENDA
24

5g

SUBJECT:

To: Mr. W. C. Williams
4520 OFFICE

NOTED
W. C. WILLIAMS

Attached is a copy of a resolution signed by the Polk County Court covering a road closure on the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County.

John W. Cattrall
Engineer, County and City Relations

By

Graham

John D. Graham
Office Engineer

JDG:MM
Att.

REFERRED TO

RECEIVED
SEP 21 1953
OFFICE OF
STATE HIGHWAY ENGINEER

M

M

Date: **September 18, 1953**

ASSIGNMENT

No. 4520
By [illegible]

Description: **Letter of September 16 by Earl M. Preston enclosing seven copies of throughway resolution for adoption by Polk County on the Orr Corner-Monmouth Section of the Pacific Highway West**

Acknowledged by _____ Referred to ___ Cattrall __________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature
____
____

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed [illegible] Report received ________

Remarks: **For execution by County.**

NT

esolution
onmouth Sec-
fic Highway
ounty.

PLEASE RETURN TO
W. C. WILLIAMS

In accordance with your request of September 4, 1953, we have prepared and are attaching hereto for adoption by the County Court of Polk County, the original and six copies of a resolution covering the closure of that certain unnamed and unopened dedicated county road located on the westerly side of the proposed throughway at or near State Highway Engineer's Survey Station No. 990+88.0.

We trust that the attached form of resolution will be found satisfactory.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Earl M. Preston
EARL M. PRESTON
Assistant Attorney

EMP:FRC

FORM E-30 25M 9-51 82818

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Sept. 16, 1953

SUBJECT: Throughway Resolution Orr Corner-Monmouth Section of Pacific Highway West, Polk County.

To:
Mr. W. C. Williams
Assistant State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

In accordance with your request of September 4, 1953, we have prepared and are attaching hereto for adoption by the County Court of Polk County, the original and six copies of a resolution covering the closure of that certain unnamed and unopened dedicated county road located on the westerly side of the proposed throughway at or near State Highway Engineer's Survey Station No. 990+88.0.

We trust that the attached form of resolution will be found satisfactory.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Earl M. Preston
EARL M. PRESTON
Assistant Attorney

EMP:FRC

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 4, 1953

BF-162(2)

402-

BF-162(2)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P.S. & E. documents for Oregon Project BF-162(2), Orr Corner-Monmouth Section of the Pacific Highway (West). This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please furnish the usual encroachment resolution by the city of Monmouth.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
1953
STATE HIGHWAY COMMISSION

[illegible] FILING

FORM E-30 37,000 4-52 [illegible]

Const
R/W
Pac. Hwy W.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Attached is a suggested letter with attachments to the Legal Division requesting preparation of a resolution covering a portion of the Orr Corner-Monmouth project. The closure is as proposed by the Right of Way Division and verbally approved by the Polk County Court.

John W. Cattrall
Engineer, County and City Relations

By
John D. Graham
John D. Graham
Office Engineer

JDG:MM
Att.

RECEIVED
FOR FILING

Salem, Oregon
September 3, 1953

Mr. C. W. Enfield
Chief Counsel

Attached is a rough draft of an abandonment agreement covering the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County. Under this agreement only one unit will be abandoned to Polk County for county jurisdiction and maintenance.

Please prepare seven copies of the final draft of the agreement in addition to any required by the Legal Division. The County and City Relations Division will furnish additional copies of the map exhibit for attachment.

Inasmuch as this project is coming up for letting at the September 24-25 Commission meeting, anything you can do to expedite the preparation of this agreement will be appreciated.

W. C. Williams
Assistant State Highway Engineer

Att.

RHP:MM

cc: John W. Cattrall

FORM E-20 37,000 4-52

[illegible]

[illegible]

Pac. Hwy W

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 3, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

L

NOTED
W. C. WILLIAMS

Attached is a suggested letter to the Legal Division requesting that an agreement be drawn up between the City of Monmouth and the State Highway Commission covering the proposed construction of the Orr Corner-Monmouth Section of the Pacific Highway West within the City of Monmouth.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

FORM E-90 87,500 4-52 88808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 3, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
OFFICE

L

Attached is a suggested letter to the Legal Division requesting the preparation of an abandonment agreement covering the Orr Corner-Monmouth Section of the Pacific Highway West in Polk County.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

rhp;mm
Att.

FORM E-30 25M 9-51 92315

Const

R/W

Orr, Hwy W.

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon

INTER-DEPARTMENT CORRESPONDENCE

September 2, 1953

NOTED
W. C. WILLIAMS

SUBJECT:

To:

Mr. S. H. Probert
Office Engineer
O F F I C E

Dear Sir:

Will you please include an item of $8,000 in the Orr Corner-Monmouth project authorization for moving water mains and power and telephone lines.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams

RECEIVED
FOR FILING

Const
R/W
Pac. Hwy. W.

Salem, Oregon
10 August 1953

Orr Cor.-Monmouth Sec.
Pacific Highway West

Mr. Virgil O'Neil
Assistant Office Engineer
Office

It is requested that you add $500.00 to the authorization for the subject job for seeding cut and fill slopes for the control of erosion. It is anticipated that the work will be accomplished by State Forces under the supervision of the Landscape Engineer.

W. C. Williams
Assistant State Highway Engineer

cc: Mr. M. H. Astrup

RECEIVED
APR . 1953
FOR FILING

Coast
R/W
Pac. Hwy. W.

April 3, 1953

Oregon State Highway Commission

Gentlemen:

In October, 1952, you approved a survey for a section of the Pacific Highway West between Monmouth and Orr Corner. This project is in our current construction program.

From Orr Corner, which is Station 730+00, to Rickreall, Station 7[illegible]+00, the survey has not been approved. It follows existing alignment except for a slight departure immediately south of Rickreall, where there is some sharp curvature. The new location will take some of the property owned by the Masonic Lodge, of Rickreall, and this lodge is now in the process of making plans for improvement of its facilities. Before such improvements are made, which would make the right of way more costly, we should acquire such right of way as is necessary at this time.

This matter will be on the next agenda, and I recommend you approve that portion of the survey between Orr Corner and Rickreall in accord with attached map in order that we may acquire right of way that will be needed before building development increases the cost.

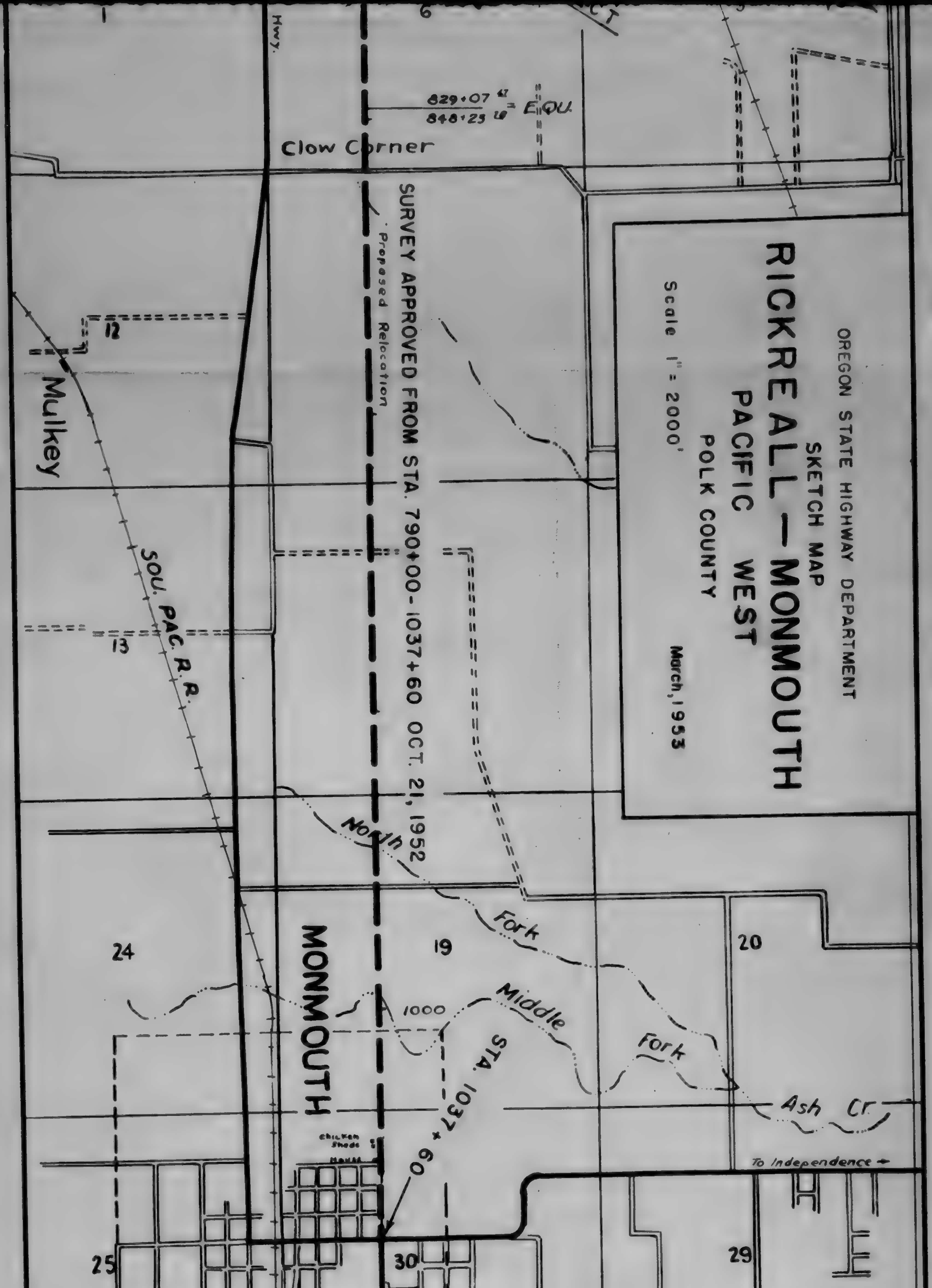
Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

WCW:me fp



OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

RICKREALL — MONMOUTH

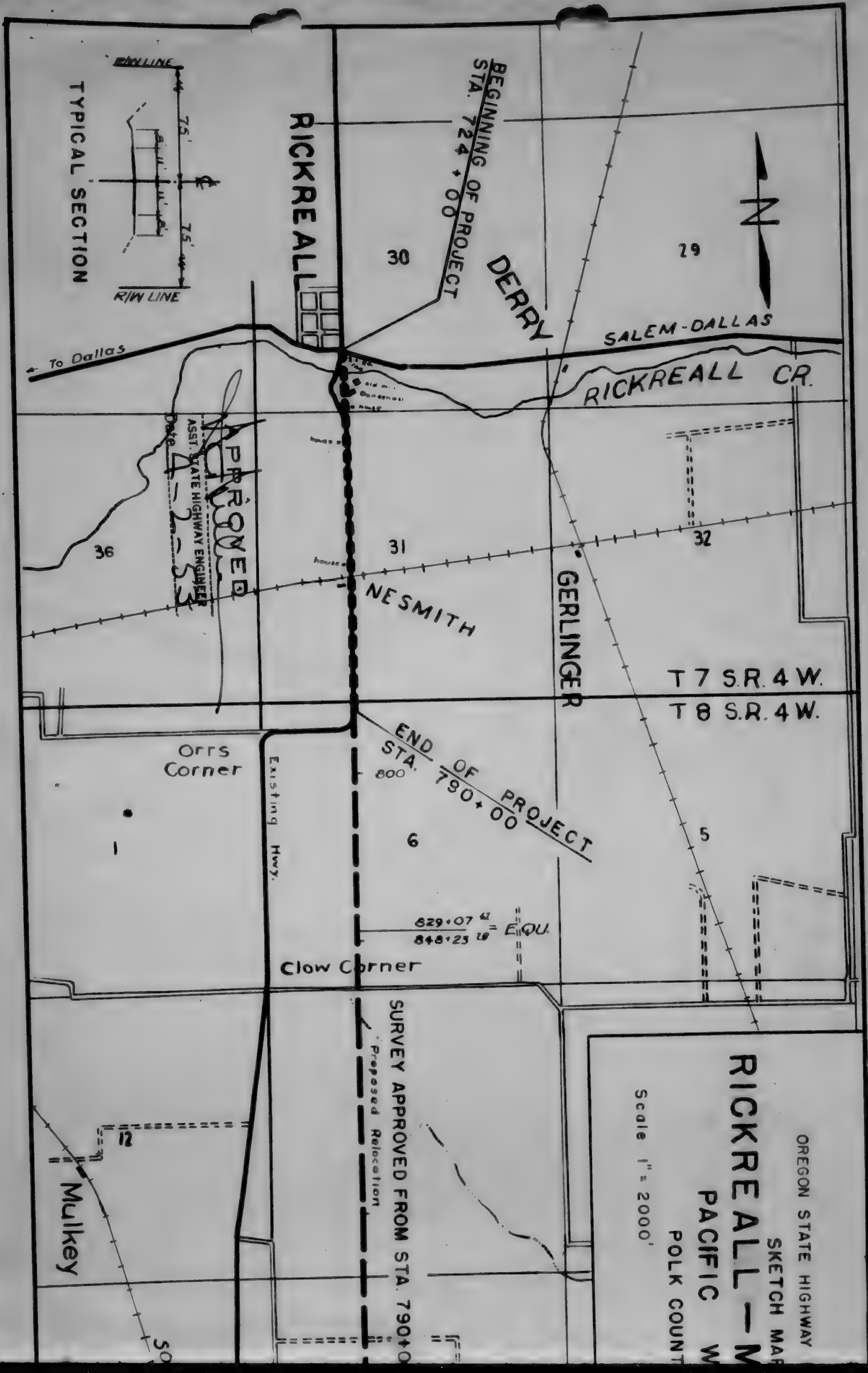
PACIFIC WEST

POLK COUNTY

Scale 1" = 2000'

March, 1953

SURVEY APPROVED FROM STA. 790+00 - 1037+60 OCT. 21, 1952


TYPICAL SECTION
R/W LINE
75'
75'
℄
R/W LINE
RICKREALL
BEGINNING OF PROJECT
STA. 724+00
30
DERRY
29
N
SALEM-DALLAS
← To Dallas
RICKREALL CR.
APPROVED
ASST. STATE HIGHWAY ENGINEER
Date 4-2-53
house
house
36
31
32
NESMITH
GERLINGER
T 7 S. R. 4 W.
T 8 S. R. 4 W.
Orrs Corner
Existing Hwy.
END OF PROJECT
STA. 790+00
800
1
6
5
829+07.42 / 848+25.28 = EQU.
Clow Corner
SURVEY APPROVED FROM STA. 790+0
Proposed Relocation
12
Mulkey
SO
OREGON STATE HIGHWAY
SKETCH MAP
RICKREALL — M
PACIFIC W
POLK COUNT
Scale 1" = 2000'

RECEIVED
FOR FILING

Economic Analysis

ORR CORNER-MONMOUTH SECTION
Pacific Highway West

Item	Unit	Location	Relocation
Length	Miles	4.35	4.47
Central Angle	Degrees	0.8	107
Rise and Fall	Feet	67	80
Cost	Dollars	498,000	415,000
Annual Cost	Dollars	28,593	24,000
Non-Fuel Benefits	Dollars	125,364	97,903
Fuel Benefits	Dollars	30,727	21,192
Total Annual Benefits	Dollars	156,091	119,095
QB		5.46	4.96

February 23, 1953

RECEIVED
OCT [illegible] 1952
FOR FILING

Coast
R/W
Pac. Hwy West

October 15, 1952

Oregon State Highway Commission

Gentlemen:

The survey has been completed on the Orr Corner-Monmouth section of the Pacific Highway West in Polk County, and I attach a sketch map. On this map the new location is indicated by a broken black line. The termini of the project are at Station 96+00 and Station 1037+60. The length of the section is 4.3 miles.

This matter will be on the next agenda, and I recommend your approval of the survey as completed so that the right of way may be acquired on this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

WCW:me lg

Attachment

file

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Orr Corner-Monmouth
Highway: Pacific West
County: Polk
Prefix: 27-1426-900
Res. Engr.: B. O. Johnson
Length of Project: 4.91 Mi.
Stations: 789+00 to 1037+60

The recommended total thickness of base course plus an A.C. wearing surface is 19½ inches. Design data as follows:

Location		Soil Characteristics					Required Thickness Traffic	
Station	Depth	% Pass 200	LL	PI	R Value	% Silt	Medium	Heavy
1026, 11' Lt.	0-5'	96.1	42	19	6	61.4	16"	26"
1009, ℄	0-7'	97.5	43	21	13	51.4	15"	23½"
995, ℄	0-7'	97.8	56	34	9	60.5	15½"	25 "
985, ℄	0-11'	98.4	50	25	15	64.0	15"	23½"
927, ℄	0-4'	92.2	60	36	26	47.5	12½"	19 "
910, ℄	0-6'	98.8	54	33	6	60.5	16"	26 "
806, ℄	0-2½'	92.9	37	14	16	52.9	14"	22½"
799, ℄	1½-5'	92.0	48	26	21	50.8	13½"	20 "

Submitted by Wm C Hill
Soils Engineer

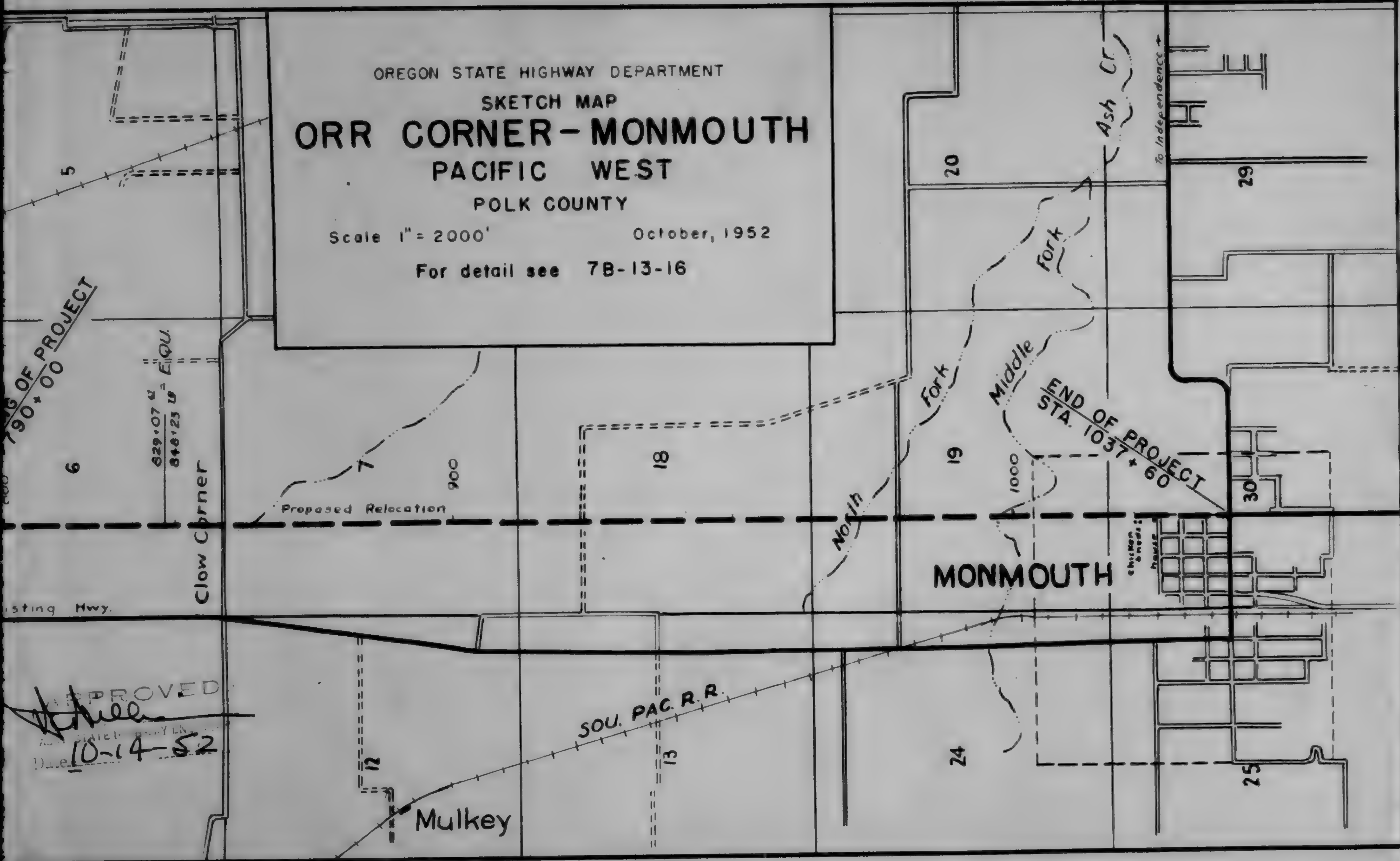
Recommended by
Construction Engineer

Recommended by G W Harra
Engineer of Materials

Approved by
Ass't. State Highway Engr.

cc
Ass't. State Highway Engr.
Construction Engineer
Engineer of Materials
Division Engineer (J. D. Walker)
Resident Engineer (B. O. Johnson)
Office Engineer
Soils Engineer

8/21/53



OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

ORR CORNER-MONMOUTH
PACIFIC WEST
POLK COUNTY

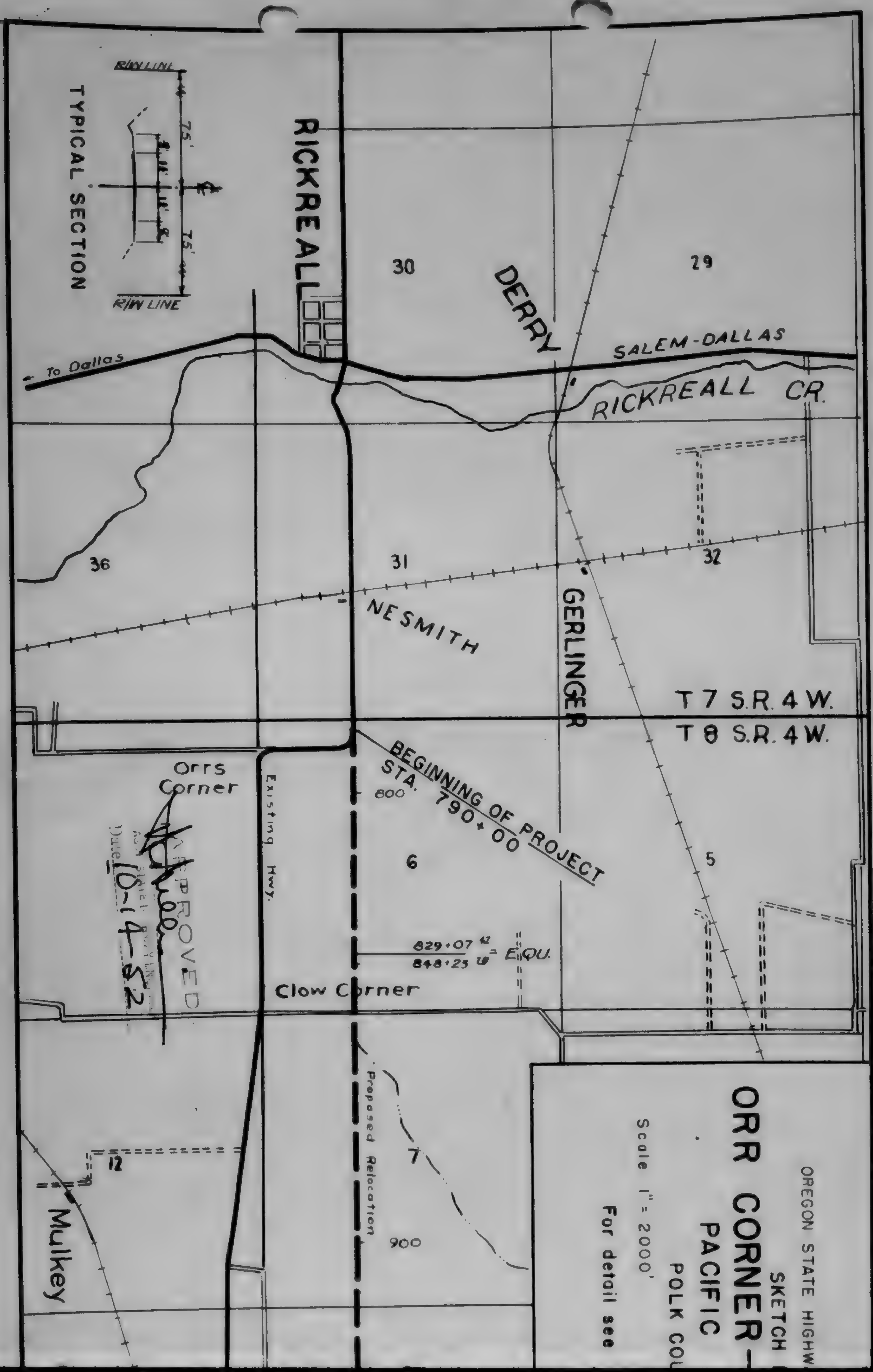
Scale 1" = 2000'   October, 1952

For detail see 7B-13-16

APPROVED

[illegible] STATE [illegible]

Date 10-14-52



APPROVED

Date 10-14-52

OREGON STATE HIGHW

SKETCH

ORR CORNER–

PACIFIC

POLK COU

Scale 1" = 2000'

For detail see

9-3208 Lapine Sand Shed 1953

#4026

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 21, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4026	3-final	Geo E. Berry	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11615	R-96886	$ 334.30	6/18/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: June 30, 1954

Time Extensions: None

Completion Date: May 13, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-25-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By Floyd Query
Assistant Secretary

NOTED ON CARD

Warrant Mailed:

RECEIVED
FOR FILING

June 7, 1954

United Pacific Insurance Company
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 4026 for construction of LaPine Sand Storage Shed in Deschutes County was completed by the contractor, George E. Berry, on May 13, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $834.80 will be released to the contractor after acceptance by the Commission. The total contract amount is $7,877.80 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Durham & Bates
801 S. W. Washington
Portland 5, Oregon

Portland Branch Office

NOTED ON CARD

6-7-54

RECEIVED
OCT 26 1953
FOR FILING

[illegible]

[illegible]

October 23, 1953

Mr. George E. Berry
1550 N. W. Cedar
Beaverton, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4026, which was awarded to you on September 25, 1953 by the State Highway Commission, for constructing the Lapine Sand Storage Shed in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Recorded 10/23

RECEIVED
SEP 29 1953
FOR FILING

[illegible]

4026

September 28, 1953

Mr. George E. Berry
Route [illegible], Box 35
Beaverton, Oregon

Dear Mr. Berry:

The State Highway Commission on September 25, 1953 awarded to you State Highway Contract No. 4026 for construction of the Lapine Sand Shed south of Bend in Deschutes County. This award was based on your bid of $7,7[illegible]0.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
F. M. Franz[illegible]a, SIAC
G. S. Paxson

118-1057 Crescent Lake Oiling Proj. 1953
on the Crescent Lake Secon.
4027 Hwy.

118-11-7

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 28, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4027	3-final	Central Heating Co. Oregon Ltd. and F. L. Somers

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19690	R-104723	$ 1,184.99	9/27/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1954

Time Extensions: None

Completion Date: July 26, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP

NOTED ON CARD
9-30-54

RECEIVED
SEP 20 1954
FOR FILING

September 17, 1954

United Pacific Insurance Company
Sieguenthaler & Stevenson
16 East Broadway
Eugene, Oregon

Gentlemen:

State Highway contract No. 4027 for work performed on the Crescent Lake Highway Oiling Project in Klamath County was completed by the contractor, The Central Heating Company, on July 26, 1954, and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $1,184.99 will be released to the contractor on or after September 27, 1954. The total contract amount is $39,665.57, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

NOTED ON CARD

9-17-54 g

RECEIVED
SEP 20 1954
FOR FILING

[illegible]

September 17, 1954

United Pacific Insurance Company
Siegenthaler & Stevenson
16 East Broadway
Eugene, Oregon

Gentlemen:

State Highway contract No. 4027 for work performed on the Crescent Lake Highway Oiling Project in Klamath County was completed by the contractor, The Central Heating Company, on July 26, 1954, and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $1,184.99 will be released to the contractor on or after September 27, 1954. The total contract amount is $39,665.57, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

NOTED ON CARD

9-17-54

RECEIVED
AUG 17 1954
FOR FILING

[illegible]
4027

August 16, 1954

United Pacific Insurance Co.
Siegenthaler & Stevenson, Agent
10 East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Central Heating Co.Oreg.Ltd. & F. L. Somers, on contract No. 4027, covering the Crescent Lake Highway Oiling Project in Klamath County.

This payment in the amount of $21,594.94, will be released to the contractor on or after August 26, 1954. The retained percentage is $1,190.12.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
8-16-54 S

Form E-1—10M

118-1057
4027

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 24, 1954, 19

Section Crescent Lake Oiling Project
Kind of work Oiling
Highway Crescent Lake
Section prefix 118-1057
Contractor Central Heating & F.L.Somers
Contract number 4027
Date of contract Sept. 25, 1953, 19
Date of completion July 31, 1954, 19
Date work started June 14, 1954, 19
Estimated date of completion Same, 19
Amount of contract $ 47,629.65
Per cent of time elapsed 303/310 97.7 %
Estimated cost of completed project, exclusive of engineering $47,629.65
Per cent of contract completed, based on total contract price 90 %
Engineering cost to date $ 1200.00, 33 %
Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Actual oiling on this project was finished Monday the 19th. Since that time the contractor has been brooming. As all pay items are complete and only maintenance work being done, weekly reports will be discontinued. It is my opinion that the contrator will be released in the next few days.

The contractor is also presently engaged in crusher plant removal.

Semi-final on this project will be submitted upon receipt of oil invoices.

Mr Chandler inspected this project on Wednesday.

NOTED
H. G. SMITH

NOTED
B. A. MARTIN

NOTED
FORREST COOPE

RECEIVED
JUL 26 1954
OFFICE OF

Signed R. L. Cox
Address Box 151 Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.39		2.39	
Miles partially completed					
Miles completed		2.39		2.39	
Total estimated quantities		6373		Asphalt 160 Agg. 1746	
Estimated quantities moved or placed to date		Same		Same	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday	Fair all week		
Wednesday			
Thursday			
Friday			
Saturday			

State Printing

RECEIVED
NOV 18 1953
FOR FILING

118 - 1-54

4027

November 16, 1953

The Central Heating Co.Oreg.Ltd. &
F. L. Somers
865 Olive St.
Eugene, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4027, which was awarded to you on September 25, 1953, covering the Crescent Lake Highway Oiling Project on the Crescent Lake Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Recorded 11/26

RECEIVED
SEP 29 1953
FOR FILING

[illegible]

4027

September 28, 1953

Central Heating Company & F. L. Somers
865 Olive Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 25, 1953 awarded to you State Highway Contract No. 4027 for 0.47 miles of light grading and 2.39 miles of cinder base and oiling on the Crescent Lake Oiling Project on the Crescent Lake Secondary Highway in Klamath County. This award was based on your bid of $37,270.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franswa, SIAC

RECEIVED

[illegible]

118-1051

4-1-7

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM ☐	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☒

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE ☐	LETTER TELEGRAM ☐
VICTORY LETTER ☐	SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Org Aug 20 1953

J J Hunter

Crescent Lake Org

Re your wire Crescent Lake road advise we plan to keep road surface graded to as smooth condition as possible

R H Baldock

plan to [illegible]
Condition as possible.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASSES OF SERVICE

2. In any event the Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message represents that the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one percent of the amount by which such valuation shall exceed five thousand dollars.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

W. P. MARSHALL, PRESIDENT

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=Int'l Letter Telegram
VLT=Int'l Victory Ltr.

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

..PRA003 SSF031

PR.LLD024 NL PD=CRESCENT LAKE ORG 19= 7 16

R H BALDOCK STATE HIGHWAY ENGINEER=

:STATE HIGHWAY BLDG SALEM ORG=

,PENDING PROPOSED IMPROVEMENT CRESCENT LAKE ROAD, PLEASE ADVISE WHAT ARRANGEMENTS, IF ANY, YOU CONTEMPLATE, TO PROVIDE ADEQUATE MAINTENANCE=

J J HUNTER:

Re your wire Crescent lake road advise we plan to keep road surface [illegible] in as good condition [illegible]

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
[illegible] 1953
FOR FILING

118-1[illegible]7

4a
[illegible]

July 1, 1953

Hon. Phil Hitchcock, Senator
862 Kane Street
Klamath Falls, Oregon

Dear Senator Hitchcock:

Reference is made to your letter of May 1, 1953, directed to Mr. R. H. Baldock, State Highway Engineer, regarding the improvement of the road leading from the town of Crescent Lake to the Willamette Highway.

This matter had the attention of the State Highway Commission at its meeting last week, and I am pleased to inform you that the Commission approved the oiling of this road at an estimated cost of $35,000. It is anticipated that the plans and specifications will be prepared early enough so that the project can be advertised for bids to be received at the August meeting of the Commission.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Representative Edward A. Geary
P. O. Box 392
Klamath Falls, Oregon

RECEIVED
JUN [illegible] 1953
FOR FILING

118-1657

Cross Referenced To:
Maint
Hwys
Crescent Lake Rd

Cross Referenced To:
Adm
Petitions
Klamath Co

June 3, 1953

Oregon State Highway Commission

Gentlemen:

Early in January Representative Geary and Senator Hitchcock of Klamath Falls discussed with me the matter of oiling the Crescent Lake Road. In 1951 I had recommended it not be oiled, but on November 17, 1952 I advised you that the average daily traffic had increased to 220 cars and recommended that the work be performed at an estimated cost of $[illegible],000, covering 7.2 miles and involving stabilizing the base and the oil surface. You acted on this letter in January, following my conversation with Senator Hitchcock and Representative Geary, and the record shows that the request was denied.

I have just received a letter from Senator Hitchcock, wanting to know what had been done about the matter, and I told him that the matter had your attention and you did not take an affirmative action but that I would call it to your attention again on June 25 and he would be advised shortly thereafter of your final action on this request.

I again recommend to you, in the light of the present traffic and the evident need, that the work be done with state funds this summer, the contract to be let at the July meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc Mr. Stiffler

RECEIVED
JUN [illegible] 1953
FOR FILING

118-1057

Cross Referenced To:
Maint
Hwys
Crescent Lk. Rd.

Cross Referenced To:
Adm
Petitions
Klamath Co.

June 3, 1953

Oregon State Highway Commission

Gentlemen:

Early in January Representative Geary and Senator Hitchcock of Klamath Falls discussed with me the matter of oiling the Crescent Lake Road. In 1951 I had recommended it not be oiled, but on November 17, 1952 I advised you that the average daily traffic had increased to 250 cars and recommended that the work be performed at an estimated cost of $[illegible], covering 7.2 miles and involving stabilizing the base and the oil surface. You acted on this letter in January, following my conversation with Senator Hitchcock and Representative Geary, and the record shows that the request was denied.

I have just received a letter from Senator Hitchcock, wanting to know what had been done about the matter, and I told him that the matter had your attention and you did not take an affirmative action but that I would call it to your attention again on June 2[illegible] and he would be advised shortly thereafter of your final action on this request.

I again recommend to you, in the light of the present traffic and the evident need, that the work be done with state funds this summer, the contract to be let at the July meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. Stiffler

RECEIVED
JUN 3 - 1953
FOR FILING

118-1057

Cross Referenced To:
Maint
Hwys
Crescent Lake Rd

Cross Referenced To:
Adm
Petitions
Klamath Co

June 3, 1953

Oregon State Highway Commission

Gentlemen:

Early in January Representative Geary and Senator Hitchcock of Klamath Falls discussed with me the matter of oiling the Crescent Lake Road. In 1951 I had recommended it not be oiled, but on November 17, 1952 I advised you that the average daily traffic had increased to 720 cars and recommended that the work be performed at an estimated cost of $37,000, covering 7.7 miles and involving stabilizing the base and the oil surface. You acted on this letter in January, following my conversation with Senator Hitchcock and Representative Geary, and the record shows that the request was denied.

I have just received a letter from Senator Hitchcock, wanting to know what had been done about the matter, and I told him that the matter had your attention and you did not take an affirmative action but that I would call it to your attention again on June 25 and he would be advised shortly thereafter of your final action on this request.

I again recommend to you, in the light of the present traffic and the evident need, that the work be done with state funds this summer, the contract to be let at the July meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. Stiffler

June 3, 1953

Senator P. S. Hitchcock
862 Kane Street
Klamath Falls, Oregon

My dear Senator:

With reference to your letter to me of May 1, which was referred to me by Mr. Williams on my return, advise that I brought the matter of oiling the Crescent Lake road to the attention of the Highway Commission and recommended that it be considered for this summer. The Highway Commission did not take an affirmative action, so I will call this to their attention again at the meeting on June 25 and advise you soon thereafter.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

June 3, 1953

Senator P. S. Hitchcock
862 Kane Street
Klamath Falls, Oregon

My dear Senator:

With reference to your letter to me of May 1, which was referred to me by Mr. Williams on my return, advise that I brought the matter of oiling the Crescent Lake road to the attention of the Highway Commission and recommended that it be considered for this summer. The Highway Commission did not take an affirmative action, so I will call this to their attention again at the meeting on June 25 and advise you soon thereafter.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

RECEIVED
NOV 21 1952
FOR FILING

118-1157

Cross Referenced To:
Edm
Petitions
Klamath

Cross Referenced To:
Maint
Hwys
Crescent Lake S

November 17, 1952

Oregon State Highway Commission

Gentlemen:

In November, 1951 you considered a petition, signed by 101 residents of Crescent Lake, that the secondary highway 2.2 miles in length between the Willamette Highway and the town of Crescent Lake be oiled. At that time we advised you that the traffic averaged about 70 daily, and that the cost of oiling the road, including stabilizing the base, would be $35,000. On this basis the request for oiling of the road was denied. In the past few months we have again been besieged by requests that the road be improved, addressed not only to the Highway Department but to the Governor as well. Chief among the proponents is L. F. Hopkins, Superintendent of the Southern Pacific Company, and other Southern Pacific employees at Crescent Lake, which is actually a railroad town.

There has been a marked increase in traffic on the secondary highway during the past year due to extensive construction of summer homes and increased personnel of the Railroad Company, and traffic counts taken in September of 1952 show the average daily traffic to be 220.

Our estimate of cost of improving the road is $35,000, and recommend the project be added to the small state program we have and that the work be done next summer.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. C. H. Maison

WCW:me 1g

November 13, 1952

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Your File: 323-3

Dear Sir:

The State Highway Commission has taken no action as to improvement of the secondary highway leading from the Willamette Highway to Crescent Lake since September of 1951, when it denied the request for improvement on the basis that, with the limited amount of secondary funds available, this road did not have sufficient priority to permit improvement at this time.

We have taken additional traffic counts, and it may be that the Commission will again consider this matter at an early meeting. If it so does, I will be pleased to advise you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

November 13, 1952

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Your File: 323-3

Dear Sir:

The State Highway Commission has taken no action as to improvement of the secondary highway leading from the Willamette Highway to Crescent Lake since September of 1951, when it denied the request for improvement on the basis that, with the limited amount of secondary funds available, this road did not have sufficient priority to permit improvement at this time.

We have taken additional traffic counts, and it may be that the Commission will again consider this matter at an early meeting. If it so does, I will be pleased to advise you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

November 13, 1952

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Your File: 323-3

Dear Sir:

The State Highway Commission has taken no action as to improvement of the secondary highway leading from the Willamette Highway to Crescent Lake since September of 1951, when it denied the request for improvement on the basis that, with the limited amount of secondary funds available, this road did not have sufficient priority to permit improvement at this time.

We have taken additional traffic counts, and it may be that the Commission will again consider this matter at an early meeting. If it so does, I will be pleased to advise you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

1-52-6M

S-2060

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO
323-3

November 10, 1952

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams
Asst. State Highway Engineer

Gentlemen:

Please be referred to our letter, file 323-3, of October 14th, having reference to your letter of October 8th, relative condition road between Crescent Lake Junction and Crescent Lake.

If consistent, would appreciate advice with regard to placing this road in condition to meet requirements.

Yours truly,

L P Hopkins
pro

NOTED
W. C. WILLIAMS

RECEIVED
NOV 12 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON
IN REPLY PLEASE REFER TO

S-2050

L. P. HOPKINS
SUPERINTENDENT
118-1057

Cross Referenced To:
[illegible]
[illegible]
[illegible] 323-3

Cross Referenced To:
[illegible]
[illegible]
[illegible]

NOTED
W. C. WILLIAMS

October 14, 1952

Oregon State Highway Commission
Salem, Oregon

2909

Attention: Mr. W. C. Williams
Asst. State Highway Engineer

Gentlemen:

Referring to your letter of October 8th relative condition of road between Crescent Lake Junction and Crescent Lake:

Condition of this road is such that it is seriously hampering our railroad operations due to our inability to get anybody to bring crews over this road. From your letter I gather that it is the intention of the State maintenance crews to grade this road immediately after first rain has fallen which will unquestionably temporarily improve the situation. We certainly hope that you will keep this in mind because, as stated previously, it seriously handicaps our operations to be unable to get crews to Crescent Lake to handle our trains.

Yours truly,

L P Hopkins

RECEIVED
STATE [illegible] COMMISSION

RECEIVED
OCT 13 1952
FOR FILING

118-1 7

2 2 09

October 8, 1952

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Your File: 323-3

Dear Sir:

You ask that the state maintenance crew run a grader over the Crescent Lake road and make what temporary repairs are possible. This, Mr. Hopkins, we do at quite frequent intervals, and the road can be placed in quite good condition when there is moisture in the surfacing materails. However, during the long dry summer the road becomes rough and corrugated and blading with a grader is of no particular benefit. Residents of Crescent Lake are petitioning the Highway Commission to oil this section of highway, but, owing to the amount of traffic the road carries, the Highway Commission has as of this date denied the request for oiling.

We are at this time taking additional traffic counts to determine just how much traffic uses this section of secondary highway, and when the definite traffic counts are determined we will again refer the matter to the State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

FORM E-30 37,500 4-52 56808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1952

SUBJECT: Traffic Volumes
Crescent Lake Highway, No. 429

To: Mr. W. C. Williams

As requested by you we have reviewed traffic volumes on the above highway, and the count taken on Tuesday, September 30 from 1:00 p.m. through Wednesday, October 1 at 1:00 p.m. revealed the following:

Mile Post	Location	24 Hr. Volume
0.04	200' south of ORE58	229
2.09	North City Limits, Crescent Lake	209
2.34	South City Limits, Crescent Lake	101

NOTED
W. C. WILLIAMS

These volumes are considerably higher than those quoted to you on a count taken a year ago. Upon checking present count with our Field Supervisor he finds no reason to question them. We will, however, continue to obtain counts on this highway at frequent intervals to definitely establish the average daily traffic.

J. Al. Head

J. Al. Head
Assistant Traffic Engineer

JAH:ws

cc: J. E. Gately

1-52-5M

S-2860

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO

October 2, 1952

323-3

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams
Asst. State Highway Engineer

Gentlemen:

Please refer to your letter of September 21, 1951, in which you advise State Highway Commission was about to take over road from US 58 to Crescent Lake:

A large number of our employes who are situated at Crescent Lake recently called to our attention that this road is so rough as to make it almost impassable. As it is necessary for us to transport crews to Crescent Lake by automobile quite frequently, we would appreciate it very much if arrangements could be made to have State maintenance crew run the grader over this road and make what temporary repairs are possible at the present time. Anything that could be done would be appreciated.

Yours truly,

NOTED
W. C. WILLIAMS

RECEIVED

RECEIVED
[illegible] 1952
FOR FILING

118-105

Cross Referenced To:
Adm
Petitions
Klamath Co

C Referenced To:
Maint NOA-22-2
[illegible]
Crescent Lake Rd

September 26, 1952

Mr. John J. Hunter
Crescent Lake
Oregon

Dear Mr. Hunter:

During the meeting of the State Highway Commission in Portland on Monday of this week, you telephoned me and asked me to present to the Commission your urgent request for the immediate improvement of the Crescent Lake Road. I brought the matter to the Commission's attention, and I also handed the Commission your telegram of the same date urging favorable consideration of such improvement.

As a result of discussion, the Commission instructed me to inform you that it cannot do what you ask for reasons previously given you by the State Highway Engineer in his letter of July 31, 1952 directed to yourself and Mr. H. E. Bovenkerk, and in his letter of September 17, 1952 directed to Mr. Hugh D. Rundell, Klamath Falls. I attach a copy of each of those letters for your ready reference.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encls.

To Glacier Hy Com

Date 9-22-52 Time 9 P

WHILE YOU WERE OUT

Mr. John Hunter

of Crescent Lake

Phone Ore

TELEPHONED		PLEASE TELEPHONE	✓
CALLED TO SEE YOU		WILL CALL AGAIN	
WANTS TO SEE YOU		RUSH	

Message Through Southern Pac. Co.

YELLOW CAB CO.
RADIO DISPATCHED
Phone BRoadway 36 36
27

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

W. P. MARSHALL, PRESIDENT

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=Int'l Letter Telegram
VLT=Int'l Victory Ltr.

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

AGENDA
[illegible]

NOA 22-2

CJ SN PD NL

CRESCENT LAKE ORG SEP 22 52

OREGON STATE HIGHWAY COMMISSION
IMPERIAL HOTEL PTLD

CONFIRMING PHONE CONVERSATION DATE WITH GLAISYER, APPRECIATE YOUR GIVING FURTHER CONSIDERATION TOWARD IMMEDIATE IMPROVEMENT CRESCENT LAKE ROAD. UNFORTUNATELY, ROAD IS NOT TRAVERABLE AT ALL TIMES OF THE YEAR, AND I HAVE PHOTOGRAPHIC EVIDENCE DEPICTING CONDITIONS EXISTING LAST SPRING.

J J HUNTER

945P

NOA

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

[illegible] in letter to [illegible]
[illegible] - [illegible]
[illegible] around - very bad
condition now. [illegible]
[illegible] go through [illegible].

Write Hunter [illegible]

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

W. P. MARSHALL, PRESIDENT

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CJ SN PD NL

CRESCENT LAKE ORG SEP 22 52

OREGON STATE HIGHWAY COMMISSION
IMPERIAL HOTEL PTLD

AGENDA
S[illegible]

NOA 22-2

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J J HUNTER

945P

NOA

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
25 1951
FOR FILING

118-1 [illegible] 7

September 21, 1951

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

The State Highway Commission has not as yet taken over the road from US97 to Crescent. We have been maintaining this road at the expense of the County for the past few years and have an agreement with the County wherein the State will take over the Crescent Lake Road when certain other conditions have been fulfilled by Klamath County. These conditions primarily concerned taking over certain sections of the old route of US97 when the new section was opened to traffic between Barkley Springs and Algoma. This new section of highway has recently been opened to traffic and there is now in process of being consummated an agreement wherein the State will take over the Crescent Lake Road.

The State Highway Commission's plans for this road are for grader maintenance of the existing pumice serviced roadway, and no further improvements are contemplated. The small amount of traffic on this road must necessarily place it far down the list in priority rating for secondary highway improvement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1951

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

Returning herewith Assignment No. 2909. Mr. L. P. Hopkins asked what program the State Highway Commission has in mind for improvement of the Crescent Lake Secondary Highway, which extends from the Willamette Highway at Station 896 to the town of Crescent Lake on the Southern Pacific Railroad, a distance of 2.4 miles.

This road had been surfaced with some pumice several years ago and with about three inches of 2½" crushed rock. This surfacing is about twenty-two feet wide. An attempt to oil this road with a dust palliative in 1947, using light road oil, was unsuccessful and it has been maintained by blading since then.

For the past several years the Highway Department has occasionally bladed this road and plowed snow during the winter at Klamath County's expense. Our present plans include similar surface maintenance and the maintenance of two bridges, but do not include any additional rock or oiled surface.

As a matter of fact I believe the Commission has not yet acted to formally make the Crescent Lake Secondary a part of the highway system, although I understand construction on Algoma Section was finished in August.

Please advise definite date when we should cease billing Klamath County and assume full maintenance of this road as a secondary highway.

Very truly yours,

EACollier
E. A. Collier
Maintenance Engineer

EAC:js
cc: Mr. W. W. Stiffler
Enclosure

RECEIVED
SEP 25 1952
FOR FILING

111-[illegible]57

Cross Referenced To:

Cross Referenced To:
[illegible]
[illegible]
[illegible]

September 17, 1952

Mr. Hugh D. Rundell
2363 Applegate Avenue
Klamath Falls, Oregon

X

Dear Sir:

The Honorable Douglas McKay has referred to me your letter of September 8 having reference to the Crescent Lake Road. Most any gravel road becomes more or less corrugated when there is not sufficient moisture available to properly maintain the road by blading. The road during the balance of the year is maintained in quite fair condition, and it is travelable at all times of the year.

Our traffic counts indicate that the average daily traffic is about 70, although, of course, during the summer months this traffic materially increases and may be 200 or more, as there are quite a large number of summer homes around Crescent Lake. The State Highway Commission has allocated so much secondary highway money to Klamath County for the improvement of the Klamath Lake Road that it has not been able to allocate any money for the Crescent Lake Road. There are many roads in the state of Oregon which carry light traffic and have only a gravel surface, and with the present revenues available for secondary highways it will take many years to improve these low-traffic roads to an oil standard.

We will proceed with the taking of additional traffic counts on this road, and advise you and the Highway Commission of our findings. I am confident that the Highway Commission will, in making up future programs, give consideration to this road in its proper priority with other roads throughout the state.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Governor McKay
Mr. W. C. Williams

WCW:me 1g

RECEIVED
[illegible] 1952
FOR FILING
118-10-7

September 17, 1952

Honorable P. S. Hitchcock
862 Kane Street
Klamath Falls, Oregon

Dear Senator Hitchcock:

With reference to your letter of September 11 relative to the Crescent Lake Road, the Highway Commission is aware of the fact that this road is quite rough during the dry summer season. Most any gravel road becomes more or less corrugated when there is not sufficient moisture available to properly maintain the road by blading. The road during the balance of the year is maintained in quite fair condition, and it is travelable at all times of the year.

Our traffic counts indicate that the average daily traffic is about 70, although, of course, during the summer months this traffic materially increases and may be 200 or more, as there are quite a large number of summer homes around Crescent Lake. The State Highway Commission has allocated so much secondary highway money to Klamath County for the improvement of the Klamath Lake Road that it has not been able to allocate any money for the Crescent Lake Road. There are many roads in the state of Oregon which carry light traffic and have only a gravel surface, and with the present revenues available for secondary highways it will take many years to improve these low-traffic roads to an oil standard.

We will proceed with the taking of additional traffic counts on this road, and advise you and the Highway Commission of our findings. I am confident, Senator, that the Highway Commission will, in making up future programs, give consideration to this road in its proper priority with other roads throughout the state.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Governor McKay
Commissioners
Mr. J. J. Hunter
Crescent Lake, Oregon (S.P. agent per Mr. Baldock)

Mr. W. C. Williams

WCW:me lg

RECEIVED
FORM E-30 25M 8-50 42200
FOR FILING

MR-257

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon

September 15, 1952

SUBJECT:

REFERRED TO
Mr. Williams
By State Highway Engineer

As soon as we get the additional report on the traffic count let's make a report to the Commission

To:

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

In accordance with instructions from Mr. Williams, I have talked with Mr. J. J. Hunter of Crescent Lake regarding the request of citizens of that area for improvements on the Crescent Lake Highway, No. 429.

During our conversation Mr. Hunter told me that thev believe this road carries a much greater volume of traffic than the average of 70 cars per day mentioned in your letter of July 31 to Mr. Hunter. They estimate that the summer traffic might run as high as 200 to 300 cars per day.

It was also pointed out to me that there is quite a large resort and summer home development on Crescent Lake. They had in their possession a list of summer homes served by this highway. This list occupied approximately one and one quarter single spaced typewritten pages and while I did not count them, I would guess there were approximately 75 homes listed.

Condition and maintenance of the road was discussed. They had no criticism in so far as maintenance is concerned, and expressed satisfaction that maintenance is as good as can be obtained under the existing conditions. They simply feel that this area is entitled to a better highway and wished to request that their case be reconsidered.

The road is in good condition at this time of the year, having been bladed following the showers of a week ago. It is true, however, that during dry weather the roadway becomes very rough and dusty.

SUBJECT:

To:

Mr. R. H. Baldock
State Highway Engineer

From a cursory examination the existing roadbed seems to be composed of pumice and pit run gravel with a sprinkling of crushed rock as a surface course. From the junction with the Willamette Highway to the R.R. Xing, approximately 2 miles, I believe the existing grading, drainage and alignment to be adequate. The half mile from the R.R. Xing to the town of Crescent Lake would possibly require some grading and drainage to bring it to standards for surfacing. While I have made no estimate of cost for an oil surface on this road, with an adequate surfacing I am sure it could not be done for less than around $50,000.

Very truly yours,

S. P. Jones

S. P. Jones
District Maintenance Superintendent

SPJ:lp
cc: Wm. E. Chandler

RECEIVED
SEP 16 1952
OREGON
STATE HIGHWAY COMMISSION

ASSIGNMENT

No. [illegible]
By [illegible]

Date: September 19, 1951

Description: L. P. Hopkins' letter of September 14 asking about plans for US97 to Crescent Lake

Acknowledged by _____ Referred to __Collier________

xxx Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _________________ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 9-21-51 Report received ________

Remarks: We have no plans to oil if that is what is referred to. WCW

S-2600

IN REPLY PLEASE REFER TO

[illegible] TO
W. C. WILLIAMS
FOR FILING

NOTED
W. C. WILLIAMS

Asst. State Highway Engineer

Gentlemen:

It is our understanding that the State Highway has recently taken over the road from US 97 to Crescent Lake. It was noted recently that a motor grader was run over this road surfacing it somewhat; however, a number of our employes at Crescent Lake as well as other citizens there have complained that the road is in such condition that it becomes almost impassable during the winter months due to holes and rough spots.

Would appreciate being advised if Highway Commission has any program in mind for surfacing this road or improving its general condition.

Yours very truly,

RECEIVED
SEP 18 1951
OREGON
STATE HIGHWAY COMMISSION

1-51-10M

S-2600

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

L. P. HOPKINS
SUPERINTENDENT

September 14, 1951

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams
Asst. State Highway Engineer

NOTED
W. C. WILLIAMS

Gentlemen:

It is our understanding that the State Highway has recently taken over the road from US 97 to Crescent Lake. It was noted recently that a motor grader was run over this road surfacing it somewhat; however, a number of our employes at Crescent Lake as well as other citizens there have complained that the road is in such condition that it becomes almost impassable during the winter months due to holes and rough spots.

Would appreciate being advised if Highway Commission has any program in mind for surfacing this road or improving its general condition.

Yours very truly,

L P Hopkins

RECEIVED
SEP 18 1951
OREGON
STATE HIGHWAY COMMISSION

Salem, Oregon
September 12, 1952

Mr. S. P. Jones

I attach hereto a copy of a letter received this date from Senator Hitchcock of Klamath Falls, which is self-explanatory. Please advise me at your earliest convenience of the condition of the Crescent Lake Road, as well as what took place at your meeting with Mr. Hunter.

W. C. Williams

WCW:me

Encl.

PHILIP S. HITCHCOCK
862 KANE ST.
KLAMATH FALLS, OREGON

enced To:

th Co.

STATE OF OREGON
SENATE CHAMBER
SALEM

September 11, 1952

Mr. R. H. Baldock
Oregon State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

One of my constituents from Crescent Lake, John Hunter, has contacted me regarding the road approximately two miles from the highway into the town of Crescent Lake, which I understand is now a State secondary highway.

Mr. Hunter says that the traffic check was taken last spring while the snow was still on the ground, but this summer there has been a tremendous volume of tourist traffic into the lake, and the road is in a very bad condition. The people there feel that in that there is only a couple of miles of this road, which they believe has a sufficient base for paving, it would not be a very great expense to the State and certainly is desperately needed.

I have contacted Mr. Watters and Judge Reeder and asked them to study the possibility of getting it into our road program for early construction. They will make their recommendations to you in the near future, and we would appreciate it if you would re-study the matter. I am sure you have a full understanding of what a couple of miles of very dirty, washboard road mean to a community.

Sincerely yours,

P S Hitchcock
P. S. Hitchcock

PSH:peb

NOTED
W. C. WILLIAMS

RECEIVED
SEP 12 1952

PHILIP S. HITCHCOCK
862 KANE ST.
KLAMATH FALLS, OREGON

enced To:

th Co.

STATE OF OREGON
SENATE CHAMBER
SALEM

September 11, 1952

Mr. R. H. Baldock
Oregon State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

One of my constituents from Crescent Lake, John Hunter, has contacted me regarding the road approximately two miles from the highway into the town of Crescent Lake, which I understand is now a State secondary highway.

Mr. Hunter says that the traffic check was taken last spring while the snow was still on the ground, but this summer there has been a tremendous volume of tourist traffic into the lake, and the road is in a very bad condition. The people there feel that in that there is only a couple of miles of this road, which they believe has a sufficient base for paving, it would not be a very great expense to the State and certainly is desperately needed.

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Sincerely yours,

P S Hitchcock
P. S. Hitchcock

PSH:peb

[illegible]
W. C. WILLIAMS

RECEIVED
SEP 12 1952

RECEIVED
[illegible] 1952
FOR FILING

118-1157

Cross Referenced To:
Adm.
Petit.
Klamath Co.

September 10, 1952

Mr. J. J. Hunter
Crescent Lake
Oregon

Dear Sir:

In answer to your letter and phone call, I am requesting Mr. S. P. Jones, District Maintenance Superintendent for the Oregon State Highway Department at Klamath Falls, to call on you. I will get Mr. Jones on the phone and ask him to see you if possible before Saturday morning. I told him to contact you by phone, Crescent No. 1.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. W. C. Williams
Mr. W. E. Chandler
Mr. S. P. Jones

Mr. Jones:

For your information there is attached a copy of previous correspondence with Mr. Hunter.

1859

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

DOUGLAS McKAY
GOVERNOR

September 9, 1952

Mr. Hugh D. Rundell
2363 Applegate Avenue
Klamath Falls, Oregon

Dear Mr. Rundell:

I shall be glad to ask for a report from the State Highway Engineer, Mr. Baldock, on the highway matter presented in your letter of September 8th.

The State Highway Commission and the Engineer have a tremendous job to do in allocating available funds for use on the state road system. I know that they are earnest in their desire to be absolutely fair in selecting the roads for construction and improvement. Oregon roads, like those in other states, suffered during the war period and it takes many years of reconstruction and improvement to get them back into shape. Any money for roads must be used on the basis of the overall needs of the state. I know that many times some road less travelled has to wait for improvement at a later date than the more generally travelled roadways.

I am concerned about your report that a number of families are affected by the condition of the road into Crescent Lake and I am sure that Mr. Chandler and Mr. Baldock, with whom you have corresponded are equally concerned. Action will have to depend on their decision in considering the state-wide highway situation, but I shall be pleased to do some checking with them on this specific road.

Thank you for bringing the matter to my personal attention.

NOTED
W. C. WILLIAMS

Sincerely yours,

Governor

RECEIVED
SEP 10 1952
OFFICE OF
STATE HIGHWAY ENGINEER

DM:AP
cc Mr. Baldock

COPY

Sam: Please return Mr. Rundell's letter with your report. DM

C
O
P
Y

2363 Applegate Ave.
Klamath Falls, Ore.
Sept. 8, 1952.

The Honorable Douglas McKay,
Governor of Oregon,
Salem, Oregon.

My Dear Governor McKay:

I have been requested by several residents of Crescent Lake, and by certain officials of the Southern Pacific, to write to you in regard to the condition of the road from the junction of Highway 58 into Crescent Lake.

There are about 50 families in Crescent Lake who are dependent on this road. Also the school bus operates over it, and the Southern Pacific operates their P.M.T. trucks and a considerable amount of "off track" equipment on this stretch of road. This road is only about two miles in length, but it is certainly hard on equipment.

There has been a certain amount of correspondence carried on between residents of Crescent Lake and Mr. Chandler and Mr. Baldock in regard to this road. So far the opinion of Mr. Chandler and Mr. Baldock is that there is not sufficient traffic to warrant the expenditure of money necessary to surface this road.

It is possible that if they would make a first hand check of the conditions existing they might be of a different opinion.

If they would contact Mr. John W. Hunter, Southern Pacific Trainmaster at Crescent Lake, he would be able to give them more information than I can in regards to volumn of traffic etc. than I can.

Thanking for anything that you might be able to do for these people, I am,

Sincerely yours,

(sgd) Hugh D. Rundell

Hugh D. Rundell

C
O
P
Y

2363 Applegate Ave.
Klamath Falls, Ore.
Sept. 8, 1952.

The Honorable Douglas McKay,
Governor of Oregon,
Salem, Oregon.

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Thanking for anything that you might be able to do for these people, I am,

Sincerely yours,

(sgd) Hugh D. Rundell

Hugh D. Rundell

Crescent Lake, Oregon
September 3, 1952

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

Acknowledging your letter of July thirty first, relative to the Crescent Lake road.

I would appreciate having a representative from your department call on me at the earliest possible date, advising.

Yours very truly,
J. J. Hunter
J. J. Hunter

NOTED
W. C. WILLIAMS

cc- Mr. Ben R. Chandler,
Chairman,
Oregon State Highway Commission.

REFERRED TO
Mr. Williams
State Highway Engineer

Please prepare an answer advising him who will be in to see him and the date.

RECEIVED
[illegible] 1952
FOR FILING

11Y-1057

Cross Referenced To:
adm
Petitions-
Klamath Co.

July 31, 1952

Mr. J. J. Hunter
Mr. H. E. Boverkerk
Crescent Lake, Oregon

Gentlemen:

There has been referred to this office your letter of July 22 addressed to Mr. Ben R. Chandler, Chairman of the State Highway Commission, requesting improvement of the Crescent Lake Road. This matter had the attention of the Highway Commission in November of 1951, and, due to the light traffic on the existing road, the fact that the road may probably be relocated by the Bureau of Public Roads, and the fact that the present road could not be oiled without extensive stabilization of the base, the request for oiling was denied.

Conditions have not materially changed as of this date, and the Highway Department cannot justify the reconstruction and oiling of a road carrying the light traffic of the Crescent Lake Road, which averages about 70 vehicles per day. Due to the urgent need of improving other highways with much greater need and priority, we cannot recommend to the Commission the oiling of the Crescent Lake Road at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Ben R. Chandler
Mr. W. C. Williams

WCW:me er

Crescent Lake, Oregon

July 22, 1952

Mr. Ben Chandler,

Chairman,

State Highway Commission,

Coos Bay, Oregon.

REFERRED TO
Mr. Williams

Please prepare
an answer.

Dear Mr. Chandler:

Last October a number of the citizens of this community signed a petition and forwarded it to Governor Douglas McKay, requesting that some consideration be given to the grading and oiling of the Crescent Lake Road. This road extends from Crescent Lake Junction on highway #58 to Crescent Lake. We are advised the road herein referred to has been designated as a state secondary highway as the result of an exchange with Klamath County consummated at a State Highway Commission meeting October 12, 1951.

We believe the volume of traffic, both regular and tourist, justifies immediate consideration be given this matter. The road is in a deplorable and dangerous condition, and we respectfully solicit your assistance in bringing about necessary improvements.

Please for
Mr Baldock
reply
Ben

Yours very truly,

J. J. Hunter

J. J. Hunter

H. E. Bovenkerk

H. E. Bovenkerk

W. C. WILLIAMS

RECEIVED
FOR FILING
118-257

[illegible]
Petition
Klamath Co.

[illegible]

December 6, 1951

Mrs. J. V. Acuff
Crescent Lake
Oregon

Dear Mrs. Acuff:

Further reference is made to a letter dated August 25, 1951 signed by yourself and 101 other residents of Crescent Lake and vicinity, in which the State Highway Commission is requested to construct an oiled surface on the two-mile road which extends from the Willamette Highway (ORE58) to the Town of Crescent Lake.

As stated in my acknowledgment, I brought your petition to the attention of the State Highway Commission at its last meeting along with a report by the State Highway Engineer on the subject. In his report, the Engineer advised that the present highway is not in suitable condition for oiling and that to prepare it for oiling would cost about $35,000. The Commission could not see its way clear to commit such sum of money at the present time and instructed me to inform you accordingly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

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FOR FILING

118-1057

November 2, 1951

Oregon State Highway Commission

Gentlemen:

In his letter under date of August 28 the Secretary sent you a copy of a petition submitted by Mrs. J. V. Acuff of Crescent Lake and signed by 101 residents of that vicinity, requesting the improvement of the Crescent Lake Road.

The Crescent Lake Road is 2.2 miles in length, and it is this road that the Highway Commission in 1949 agreed to take over from Klamath County when the new section of the Barkley Springs-Algoma Section of US97 was opened to traffic, with the provision that Klamath County take over the old section of highway between Barkley Springs and Algoma, a distance of approximately five miles. By appropriate resolution you effected the exchange of these roadways at the Commission meeting of October 11 and 12.

The Crescent Lake Road is now lightly surfaced with gravel and is an all-year road, although, of course, becoming somewhat dusty in the dry months, but passable at all times of the year.

The traffic is light, the average daily volume as of the present time being 70. The present highway could not be oiled without the addition of more surfacing materials, and the estimated cost of providing additional surfacing materials with a satisfactory oil surface is $35,000.

The Bureau of Public Roads is surveying for the Cascade Lakes Secondary Highway, and it is highly possible that the Cascade Lakes Secondary might afford a better connection to Crescent Lake than the existing road. Therefore, based on this fact and the further fact that the road carries only light traffic with very low priority state-wide and is open throughout the year, I recommend that the petition for oiling be denied at this time.

This matter will be on the next agenda for your consideration.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:me
cc Mr. W. C. Williams
Mr. F. B. Crandall

FORM E-90 25M 6-51 49719

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29th, 1951

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

Herewith estimate of cost and typical section for improving the Crescent Lake-Willamette Highway Section which we recently took over from Klamath County.

Before allocating funds in this amount to this section, I think a joint study should be made with the Bureau of Public Roads to see if an alignment cannot be adopted which would serve both the secondary highway and their Cascade Lakes Highway. Their Cascade Lakes Highway is merely a recreation and fishing road, and it would not seem that any particular location is vital. I feel that their former study is possibly of a too high standard for a road of that type, and that a combination route could be selected.

Very truly yours,

HGSmith

H. G. Smith
Construction Engineer

HGS:AR
Enc.

FORM E-30 25M 9-49 34892

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
October 22, 1951

SUBJECT: Crescent Lake-Willamette
Highway Section

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Inclosed herewith is a typical section, and below is an estimate of cost on the Crescent Lake-Willamette Highway Section that we recently took over from Klamath County.

1.	Crushed Rock Base -	7800	cu.yds.	@ 2.50	$19,500.00
2.	Sprinkling	215	M-Gals.	@ 3.00	645.00
3.	Preparation of Base	2.2	Miles	@ 200.00	440.00
4.	150-200 Asphalt	97	Tons	@ 40.00	3,880.00
5.	RS-2 Seal	30	Tons	@ 40.00	1,200.00
6.	Aggregates	1390	cu.yds.	4.00	5,560.00
					$31,225.00
			12½%		3,903.13
			Total		$35,128.13

Yours very truly,

WM. E. CHANDLER
Division Engineer

By:
Dean Swift
Assistant Division Engineer

DS:ec
Incls.

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

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1N-1257

October 27, 1951

Mrs. J. V. Acuff
Crescent Lake
Oregon

Dear Mrs. Acuff:

In his letter under date of August 28, Mr. H. B. Glaisyer, Secretary to the Oregon State Highway Commission, acknowledged receipt of your petition for improvement of the Crescent Lake Road and advised you that he was bringing it to the attention of the State Highway Commission.

I will give you an outline of the status of this road, which you may already be familiar with. The Crescent Lake Road has heretofore been a county road but was maintained by the State, for which maintenance the County reimbursed the State. In 1949 the Highway Commission entered into an agreement with Klamath County to the effect that when the Barkley Springs-Algoma Section of The Dalles-California Highway was completed and opened to traffic the County would take over the old portion of The Dalles-California Highway, and the State, in turn, would take over the maintenance of the Crescent Lake Road and designate it as a state secondary highway. This exchange has now been consummated, having been done at the State Highway Commission meeting on October 12, when the Highway Commission, by appropriate resolution, accepted the Crescent Lake Road and turned back to the County the old portion of The Dalles-California Highway.

The State is now maintaining this road, but under present plans there are no provisions for its improvement, due to the fact that the U. S. Bureau of Public Roads is making surveys for the Cascade Lakes Secondary Highway and the ultimate construction of this Cascade Lakes Highway would very possibly materially effect the Crescent Lake Road. It would not seem desirable to make improvements on the Crescent Lake Road that would ultimately be lost by its relocation as might be caused by the construction of the Cascade Lakes Highway. Your petition, together with all data pertaining to the Crescent Lake Road, will be presented to the State Highway Commission for its consideration at the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

WCW:me
cc Governor Douglas McKay

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12th, 1951

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

[illegible]
W. C. WILLIAMS

Dear Sir:

Reference is made to Mr. Stiffler's letter of October 27, asking for the estimated cost of resurfacing and oiling the county road which leads from the Willamette Highway to Crescent Lake.

I wish to remind you that the Bureau has a location for the Cascade Lakes Highway through this territory which does not follow the county road, although I think it would serve the people of Crescent Lake equally as well. Consideration should be given to building this section of the Cascade Lakes Highway instead of surfacing and oiling a county road which will not fit into the picture and which would probably cost two-thirds as much as the Bureau's location.

I will get data from the Bureau as to the cost and location of their survey as well as the information asked for by Mr. Stiffler.

Very truly yours,

HGSmith
H. G. Smith
Construction Engineer

HGS:AR

Salem, Oregon
October 10, 1951

Mr. H. G. Smith

Enclosed is a copy of a petition dated August 25, 1951, directed to the Oregon State Highway Commission and signed by Mrs. J. V. Acuff and 101 other residents of Crescent Lake and vicinity, wherein they petition the Highway Commission to oil the two-mile road between ORE58 and the town of Crescent Lake.

On November 8, 1949 the Highway Commission approved the recommendations of the Chief Engineer, wherein the Highway Commission would agree to take over this 2.4-mile section of county road as a secondary highway upon completion of the new route of the Barclay Springs-Algoma Section of The Dalles-California Highway and abandon to the County the old section of this route, to be maintained by the County as a public road.

As agreed upon, the Crescent Lake Secondary Highway thus became our obligation as of September 10, 1951; however, the formal adoption of this county road as a secondary highway has not been implemented, but resolutions have been prepared for submission to the Highway Commission at the October meeting.

In Mr. Baldock's report to the Commission on November 8, 1949 he pointed out "that it probably will be necessary to resurface the section within the next two or three years."

The petition asks for oiling of this highway, and it is quite evident that resurfacing is necessary to support an oiled surface; therefore, would you kindly conduct an investigation and give your recommendation and an estimate of cost to Mr. Williams for such oiling. The matter will then be referred to the Highway Commission.

W. W. Stiffler

WWS:er

Encl.

cc Mr. R. H. Baldock
Mr. W. C. Williams
Mr. E. A. Collier

Salem, Oregon
October 10, 1951

Mr. H. G. Smith

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W. W. Stiffler

WWS:er

Encl.

cc Mr. R. H. Baldock
Mr. W. C. Williams
Mr. E. A. Collier

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118-1057

Salem, Oregon
August 29, 1951

Mr. W. E. Chandler

Petitions and complaints have been received from the residents of Crescent Lake as to the present condition of the gravel road connecting that community with the Willamette Highway. I understand a petition to the Commission will be submitted requesting the oiling which, however, will be a separate subject for investigation.

In the meantime, please make an effort to blade the above section at your very earliest convenience and, if necessary, secure the services of a water wagon to blade, reshape, and recondition the section in so far as possible, depending upon the type of construction.

W. W. Stiffler

WWS:er

cc Mr. E. A. Collier

RECEIVED
[illegible] 1951
FOR FILING

118-1057

Salem, Oregon
August 29, 1951

Mr. W. E. Chandler

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W. W. Stiffler

WWS:er

cc Mr. E. A. Collier

August 28, 1951

Mrs. J. V. Acuff
Crescent Lake
Oregon

Dear Mrs. Acuff:

I am addressing this letter to you as your name appears at the top of those signing the petition that has just been received and in which the State Highway Commission has been requested to make provision for oiling the two-mile road which extends from ORE58 to Crescent Lake.

I shall bring the petition to the attention of the State Highway Commission. I am also handing a copy to the State Highway Engineer so he will be prepared to advise the Commission when the matter comes up for discussion.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

cc: Commissioners
R.H. Baldock

Crescent Lake, Oregon
August 25, 1951

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The undersigned residents of Crescent Lake and vicinity hereby petition your Commission to make provision for oiling the two mile road between Oregon Highway No. 58 and Crescent Lake.

In the past six years or more, none of our requests or petitions has been successful. It is now understood from the County Judge's office that there has been a transfer made between the State and the County for the Barclay Springs-Algoma Point road and the Crescent Lake road, and that all work on the latter will be done by the State.

As outlined in a letter to the Governor of Oregon, copy of which is attached, this short piece of road is very important to the residents of Crescent Lake and vicinity, and it is urgently requested that it be oiled.

Respectfully,

Mrs. J. V. Acuff.

E. E. Mikkelson

RECEIVED
STATE HIGHWAY COMMISSION

Encl.

cc: Honorable Douglas McKay
Governor of the State of Oregon

Members, Oregon State Highway Commission

ACKNOWLEDGED
H. B. GLAISYER

Crescent Lake, Oregon
August 25, 1951

Honorable Douglas McKay
Governor of the State of Oregon
Salem, Oregon

Dear Sir:

The undersigned residents of Crescent Lake and vicinity respectfully request the Governor's favorable consideration in the matter of our petition to the State Highway Commission for the oiling of the two mile road between Oregon Highway No. 58 and Crescent Lake, copy of which is attached.

During most of the year, this is the only road accessible between the highway and Crescent Lake. Over it travel residents of the town and surrounding community, P. M. T. freight trucks, oil company, grocery, bakery and produce trucks and the school bus transporting children to the Gilchrist school. In the summer there is heavy tourist travel, including that to the Boy Scout and the Organization camps on the lake.

There are times during the winter when the road is snowed in for several days at a time. Children cannot get to school, the townspeople cannot reach the highway, and residents on the highway cannot get to the stores, railroad service or postoffice. If this short piece of road had a hard, smooth surface, we believe the state now ploughs could keep it open.

Taxpayers in this remote corner of Klamath County receive less return for taxes, including gasoline tax and vehicle license tax, than do most Oregon residents. We earnestly request that oiling of our road be allowed.

Respectfully yours,

(signatures)

Encl.

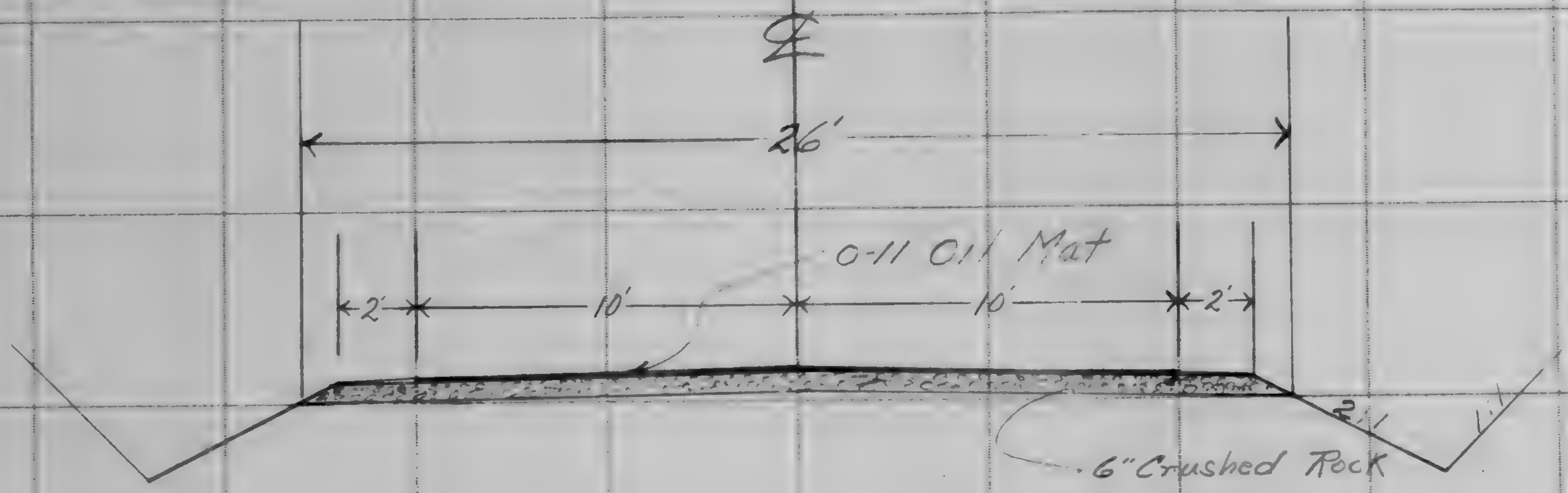
cc: State Highway Commission

Robert Mix
Mrs. Harold Lamb
Harold Lamb
Billy H. Grace - Crescent Lake Store
Allyn H. Grace
H. J. Sherman.
Armand J. Hallen
Gale Goodman
Lila Grace
Dorothy Hazard
Arthur Burt London
Haley Prichard — Medo-Land - Bend
Mrs G. L. Aske
Martha Gilcrest Crescent Lake
Robert C Mix
N. A. Johnson, agent S. P. Co, Crescent Lake, Ore.
D. O. Ellison S.P. Foreman Crescent Lake, Ore.
Bob Bells Coca Cola Bend
M D Boring Klamath Falls
Joe W. Bowers Cresent Lake cafe
Herbert A. Goodwater Crescent Lake, Ore.
Glenn Pruitt - Morning Fresh Bread - Klamath Falls
Mrs J. T. Doggett - Prineville - Oregon
Mr. J. T. Doggett - Prineville - Oregon
Paul W. Goldson Gresham Ore Paul's Produce

C. J. Chambers	Crescent Lake Oregon
Al. Lise	Cresaint Lake "
R. P. Brewer	Cresent Lake "
Charles W Maxwell	Cresaint Lake, Ore.
Shirley Maxwell	" "
Louise Sherman	" "
Maude L. Lowe	" "
Harry Lowe	
David W. Williams	
Chrystal Shoptow	Crescent Lake. Ore.
John Shoptow	" " "
F. G. Hall	" " "
Clara Hall	" " "
Joseph Tautenkrau	" " "
Chas A. Porter	Odell Lake Resort
Stephen Bauman	Cresent Lake Ore
Mary Bauman	" " L "
Wilson J. Wade	Crescent Lake
R. L. Wade	Crescent Lake
May Delaney	" "
Isabel Brownfield	Coos Bay Oregon
T. M. Delaney	Crescent Lake
J. E. Poag	Crescent Lake
F. G. McMurphy	✓ —
Mary Frances King	✓ —
Jean Chambers	✓ ✓

Wilma London	Cresent Lake
Moulle B. King	Crescent Lake
Archie B. Stelt	Crescent Lake.
Matt Pellinen	Crescent Lake
G. L. Ashe.	Crescent Lake Ore
Loreto Zarate	Cresent Lake. Ore.
Marie Ashe	Cresent Lake Ore
Charles Stradder	Cresent Lake
Fred C. [illegible]	Cresent Lake
W. L. French	Crest Lake,
[illegible]	Crescent Lake Ore.
Geo. Tobaley	Cresent Lake
George Sextie	Crescent Lake
J L Hyzak	Crescent Lake
Mary J. Hyzak	Crescent Lake
Nadine Ellison	Crescent Lake
Wm H Pisack	Crescent Lake
Geo. D. Norcott	Cresent Lake
Roger A Forster	Crescent Lake
Edmond H St Marie	Crescent Lake O.
J. F. Orff	Crescent Lake
Olga Norcott	Crescent Lake
J. R. Roberson	Crescent Lake
R. W. McGinnis	Cresent Lake
J. Vandavworka	Crescent Lake
Michael F. Campbell	Cresent Lake
Winifred VanDanworka	CRESCENT Lake.
Marie M. Tauberkran	Crescent Lake

Robert R Matthews	Cresent Lake
Helen D Matthews	Crescent Lake
John D Brand	Cascade Summit Ore
Marie Smucciatini	
Donald F. Menefee	Crescent Lake Ore.
Mrs C O Mikkelson	Crescent Lake, Ore.
Mrs John Hunter	Crescent Lake, Ore.
Michael F. Campbell	Cresent Lake, Ore.
Eva Flemming	O'Dell Lake Resort.
Mrs [illegible]	Crescent Lake Ore
Fred Dawson	Crescent Lake Ore
Peter Ilon Reich	Crescent Lake Ore.
Esther M. Reich	Crescent Lake, Ore
L. M. Bradley	" " "
Edwin J.W. Bellstrom	" " "
Thomas F. Dawson	Crescent Lake Ore
Minnie Donaldson	Crescent Lake Ore


℄
26'
0-11 Oil Mat
2'
10'
10'
2'
2:1
1:1
6" Crushed Rock

BF-105(6) Harrisburg-Junction City 1953
Sec., Pacific Hwy., East
#4028

BF-105(6) Harrisburg-Junction City 1953
Sec., Pacific Hwy., East
#4028

R. H BALDOCK

March 22nd, 1955

NOTED
State Highway Engineer

FINAL COST ANALYSIS

Harrisburg-Junction City Section — Grading & Paving — Pacific Highway
Contract #4028 — Lebanon & Harrisburg Sand & Gravel Co., Contractor — Prefix 20-1083
S. F. Walters, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$2,500.00	$1,679.68	$ 1,679.68	$ 2,500.00
Struct. Excav., Unclass.	205.3	Cu. Yd.	3.00	3.29	672.98	615.90
Special Borrow Excav., Unclass.	21,478	" "	0.40	0.64	13,682.14	8,591.20
Truck Haul on Special Borrow	43,321	Yd. Mi.	0.22	0.234	10,151.15	9,530.62
*Rock Slope Protection	13,842	Sq. Yd.	1.27	1.08	14,919.34	17,579.34
12" Concrete Pipe Culvert	252	Lin. Ft.	2.00	2.55	642.11	504.00
18" " " "	168	" "	4.20	5.07	852.34	705.60
24" " " "	117	" "	5.50	6.42	750.58	643.50
36" " " "	56	" "	8.00	8.36	468.34	448.00
3/4"-0" Mat'l. in Leveling Course and Shoulders	2,817	Cu. Yd.	2.35	3.26	9,187.08	6,619.95
Sprinkling	117	M/Gal.	2.50	3.58	418.99	292.50
RS-1 Asphalt in Tack & Prime Coat	9.87	Ton	45.00	59.43	586.59	444.15
Class "B" Asphaltic Concrete	8,287.205	"	6.40	5.71	47,289.06	53,038.11
Aggregate in Shoulder Oiling	1,079	Cu. Yd.	4.00	4.14	4,469.10	4,316.00
150-200 Asphalt in Shoulder Oiling	63.35	Ton	42.00	35.37	2,240.48	2,660.70
RS-1 Asphalt in Shoulder Oiling	16.08	"	45.00	38.84	624.57	723.60
PA #1, Salvage & Relay Culvert	234	Lin. Ft.	2.10	1.94	454.72	491.40
PA #2, Extra for Installing Culvert Under Pavement	54	" "	3.11	4.84	261.16	167.94
Force Account					1,808.60	1,969.30
Total					$111,159.01	$111,841.81

* Work done by M. O. Salmon of Albany for unit bid price.

	Lebanon & Harrisburg Sand & Gravel Co.	M. O. Salmon	Total
Gross Revenue	$94,262.47	$17,579.34	$111,841.81
Total Cost	96,239.67	14,919.34	111,159.01
Profit		$ 2,660.00	$ 682.80
Loss	$ 1,977.20		
Percent Profit		15.1%	0.6%
" Loss	2.1%		

The principal contractor's costs indicate a loss of 2.1% on the project.

The contractor owns the commercial rock production plant from which paving aggregate was furnished and charged the project retail prices, Distributing part of the crushing plant profit to the job, the project should show a job profit of approximately 7.5%.

Detail of Cost
Lebanon & Harrisburg Sand & Gravel Co.

Labor:					
Labor and Supervision				$25,336.72	
Labor Insurance				1,626.11	
					$26,962.83
Equipment Rental & Misc. Supplies:					
Owned Equipment				$17,207.23	
Hired Equipment (Fully-operated)				3,743.17	
Electricity for Paving Plant				219.37	
PS-300 Fuel				36.00	
Bunker Fuel				1,293.20	
Royalty on Gravel at $0.10				1,337.70	
Bond				706.96	
P.L. & P.D. Insurance				279.21	
Home Office & General Overhead				2,236.84	
Small Tools & Misc. Supplies				651.68	
Gas, Oil & Grease				4,378.03	
					32,089.39
Materials:					
RS-1 Asphalt	25.95	Ton	at $25.75	$ 668.26	
85-100 Asphalt	517.45	"	" 22.50	11,642.63	
150-200 Asphalt	63.36	"	" 22.50	1,425.38	
Freight on Asphalt	606.75	"	" 3.80	2,305.65	
Concrete Pipe				1,068.00	
Paving Aggregate		"	" 1.60	13,259.53	
Cr. Rock for Shoulders		Cu. Yd.	" 1.75	6,818.00	
					37,187.45
Total Cost					$96,239.67

Breakdown of Asphaltic Concrete Paving Cost

	Quantity	Unit	Unit Cost	Total Cost
Feeding Plant	8,287.205	Ton	$0.18	$ 1,504.83
Heat and Mix	"	"	1.04	8,592.18
Asphalt (Includes Freight)	"	"	1.69	14,017.20
Aggregate*	"	"	1.60	13,259.53
Haul to Road (2½ Mi. Av. Haul)	"	"	0.46	3,754.96
Street Work	"	"	0.58	4,799.16
Traffic Control	"	"	0.16	1,361.20
Total	8,287.205	Ton	$5.71	$47,289.06

* Commercial plant price of aggregate produced at their own plant.

Detail of Cost
M. O. Salmon, Subcontractor

Labor:		
Labor	$2,659.68	
Labor Insurance	281.96	
Supervision	800.00	
		$ 3,741.64
Equipment Rental & Misc. Supplies:		
Owned Equipment	$1,101.86	
Rented Equipment	479.99	
Hired Trucks	3,157.44	
Gas, Oil & Grease	357.00	
P.U.C. Fees	63.72	
Transport on Moving	148.00	
Bond	131.85	
P.L. & P.D. Insurance	345.76	
Purchased Rock	4,864.70	
Home Office & General Overhead	527.38	
		11,177.70
		$14,919.34

Breakdown of Riprap Cost

	Quantity	Unit	Unit Cost	Total Cost
Cost of Rock in Quarry	13,842	Sq. Yd.*	$0.36	$ 5,010.64
Load	"	" "	0.11	1,512.09
Haul (5.5 Mi. Av. Haul)	"	" "	0.38	5,244.59
Place (Including Traffic Control)	"	" "	0.23	3,152.02
Total	13,842	Sq. Yd.	$1.08	$14,919.34

* The pay unit was square yards based on a thickness of 18 inches.

Remarks:

This was a "Federal Aid Project" for the widening of shoulders with gravel borrow materials and the paving of 2.89 miles of the Pacific Highway East between Harrisburg and Junction City in Lane County. The bids were opened and the contract awarded to the Lebanon & Harrisburg Sand & Gravel Company of Lebanon, Oregon, on September 25th, 1953.

The clearing, consisting of high grass and brush in fence rows and ditches, was started on October 15th, 1953. The contractor used a small flame thrower mounted on a pull trailer and followed this with a small crew of laborers, usually 3 or 4 men, using brush axes to finish the job.

All the pipe called for in the original plans was for extensions, but during construction several of the existing pipe culverts were found to be damaged and required replacement. The cutting of the existing Portland Cement concrete pavement was done on a price agreement, and the contractor used a rented compressor, 2 jackhammers and a crew of 3 men. All the pipe was laid by a crew of 4 men, using either a Bucyrus-Erie 10B backhoe or a light truck-mounted crane. Slow work on the extensions and the necessity of keeping a flagman on the crew at all times caused a loss on all the pipe items except for the salvaging and relaying of the road approach pipes.

The contractor moved into the designated borrow pit 0.1 mile west of the junction of the Pacific Highway East and the Pacific Highway West on October 30th, 1953, using a Bucyrus-Erie 22B dragline and three trucks. Production averaged about 450 cu. yd. per day until the flooding of the Willamette River filled the borrow pit to a depth of about 14 feet on November 24th. The contractor removed his equipment from the pit. At this time about 7,900 cu. yd. of borrow material had been placed on the roadway. Rather than pump the water out of the pit, the contractor elected to use a private source of gravel and pay $0.10 per cu. yd. royalty. The pit was located about 0.05 mile west of the highway at Station 1432, near the north end of the job. This pit was used until December 22nd, when extremely wet conditions in the pit made continued operation uneconomical.

The contractor resumed work laying culverts on March 3rd, 1954, completing the culverts on March 15th. The hauling of borrow was resumed on March 23rd, 1954. On the same day, M. O. Salmon started placing the rock slope protection material. Morse Bros. used a rented D6 dozer and their own #12 blade to prepare the shoulders and spread the borrow where the slope protection material was to be placed. Salmon bought the rock from the commercial quarry owned by Conser located about 5 miles west of Lancaster. The rock was loaded by Salmon's ½ cu. yd. shovel, hauled by 4 hired 5 cu. yd. and 1 owned 8 cu. yd. trucks and spread by a D4 dozer, a D6 dozer part time and 2 men with sledges. Salmon personally supervised the placing of the rock. The slope protection material was finished on May 1st, 1954, and the borrow was finished on May 7th, except for spotting that was done during the finishing work.

During the winter the contractor purchased a new Madsen 2,000-lb. batch hot plant. It was delivered about March 1st, 1954, and was mounted on pull trailers at their commercial gravel plant in Harrisburg. The plant was made entirely portable and used commercial electric power. A 1½ cu. yd. Scoopmobile fed the cold materials into a 4-bin bunker set on a pull trailer. The aggregate was heated and dried by burning PS 300 fuel, and rather than jack the pug mill up at each setup, the contractor used a conveyor to elevate the mixed material to a loading

Remarks (Cont'd):

chute. The plant was first fired up on May 14th, 1954, and ran only a very short time until a bearing burned out. The A.C. mixed during this test period was placed on a service station driveway in Harrisburg. The bearing was replaced, and the plant was put into operation on this project on Tuesday, May 18th, 1954. Except for a few minor adjustments and delays due to weather, the plant operated well and steady progress was made until the completion of the paving on June 22nd. The plant operated 173½ hours gross, 150½ hours net, and produced an average of 55 tons per hour.

All the crushed material used on this project was produced at their commercial plant at Harrisburg and "sold" to the project at retail price. Slow progress due to wet weather and very heavy traffic which had to be maintained through the project at all times caused the contractor to show a loss on most items, but the profit on the aggregate that was realized by the crushing plant if prorated to the contract should allow a profit of approximately 7.5%.

Oscar Cutler
Chief Cost Analyst

By . . Curtis H. Baker

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 22, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4028	10-Final	Lebanon & Harrisburg Sand & Gravel	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23549	R-108708	$ 3,355.25	11/19/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Sep. 30, 1954

Time Extensions: None

Completion Date: July 22, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-22-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

11-22-54

Warrant Mailed:
Ruth Rawlings

RECEIVED
OCT 25 54
FOR FILING

RF - [illegible]

[illegible]

October 22, 1954

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4028 for work performed on the Harrisburg-Junction City Section of the Pacific Highway West in Lane County was completed by the contractor, Lebanon & Harrisburg Sand & Gravel Co., on July 22 and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $3,355.25 will be released to the contractor on or after November 1, 1954. The total contract amount is $111,841.81, of which amount $1,969.30 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Vern Reeves
393 Main Street
Lebanon, Oregon

NOTED ON CARD
10-22-54 gl

RECEIVED
AUG 30 1954
FOR FILING

August 27, 1954

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to the Lebanon & Harrisburg Sand & Gravel Company on contract No. 4028, covering grading and paving on the Harrisburg-Junction City Section of Pacific Highway East in Lane County.

This payment, in the amount of $12,251.41 will be released to contractor on or after September 7, 1954. The retained percentage is $3,355.25.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: American Surety Company of New York
Vern Reeves, Agent
393 Main Street
Lebanon, Oregon

NOTED ON CARD

RECEIVED
JUL 27 1954
FOR FILING

July 26, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 22, 1954 on Contract No. 4028, Harrisburg-Junction City Section, in Lane County, in connection with Federal Aid Project No. BF-105 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:eh lg

cc Mr. John W. Cattrall

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 24, 1954, 19

Section Harrisburg-Junction City

Highway Pacific East

Contractor Lebanon & Harrisburg Sand & Gravel Co

Date of contract Sept. 25, 1953, 19

Date work started Oct. 15, 1953, 19

Amount of contract $ 137,596.95

Kind of work Grading & Paving

Section prefix 20-1083

Contract number 4028

Date of completion Sept. 30, 1954, 19

Estimated date of completion , 19

Per cent of time elapsed 81 %

Estimated cost of completed project, exclusive of engineering $ 137,596.95

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 10,300/ 10,532.95 98 %

Date project was completed July 22, 1954, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed his work Thursday July 22, with the final cleanup of pipes, ditches shoulders and bridge ends. Reminded him to get in all his PR 100 and PR 200, and left him a PR 47 to complete at the earliest possible date and return to this office.

Inspectors and checkers moved to Marion County job.

Data being assembled and checked for final estimate

FINAL REPORT

NOTED
B. A. MARTIN

NOTED
F. G. SMITH

NOTED
FORREST COOPER

300/370/70

Signed S H Walter

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

RECEIVED
JUL 26 1954

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.89	2.89		2.89	2.89
Miles partially completed	~~2.89~~	~~2.89~~		~~2.89~~	~~2.89~~
Miles completed	2.89	2.89		2.89	2.89
Total estimated quantities	22,300	2,800		1,000	9,700
Estimated quantities moved or placed to date	21,480	27,44		1,094	8288
Average daily quantities	140	119		84	237
Average daily quantities necessary to complete project on time	Complete	complete		complete	complete
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	shrs#		
Tuesday	Rain		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday			

State Printing

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[illegible]
FOR FILING

4028

1127

Federal Aid Bond Issue

State **Oregon**
Project No. **BF-105(6)**

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of February, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 1953, a program, which was approved on the 1st day of September, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 10th day of September, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of eighty-two thousand and 00/100 dollars ($82,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Proceeds of Bonds authorized by Chapter 491, Oregon Laws 1951, viz.:
(Include date and citation of act of legislature by which authorized)

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Mar. 1, 1953	Mar. 1, 1954

~~(b) From other sources~~

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1422+85 in Section 16, T. 15 S., R. 4 W., W.M., and survey station 1583+60 in Junction City, except stations 1433+61 to 1437+03, 1456+23 to 1458+51, 1473+63 to 1474+77, 1557+70 to 1558+27, and 1560+13 to 1560+70, length 2.886 miles, in Lane County, being Oregon Federal Aid / Bond Issue project No. BF-105(6), consisting of 2.886 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of eighty-two thousand and 00/100 dollars ($82,000.00), which does not exceed the authorized Federal pro rata share of one hundred thirty-three thousand, two hundred six and 48/100 dollars ($133,206.48), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Bureau of Public Roads.

RECEIVED
NOV 3 1953
FOR FILING

November 3, 1953

Lebanon & Harrisburg Sand & Gravel Co.
66 East Sherman St.
Lebanon, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4028, which was awarded to you on September 25, 1953 by the State Highway Commission, for grading and paving on the Harrisburg-Junction City Section of the Pacific Highway East in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 21 1953
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October 16, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 15, 1953 on Contract No. 4028, Harrisburg-Junction City Section in Lane County, in connection with Federal Aid Project No. BF-105 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DSP:dp

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SEP 1953
FOR FILING

September 28, 1953

Lebanon & Harrisburg Sand & Gravel Company
66 East Sherman Street
Lebanon, Oregon

Gentlemen:

The State Highway Commission on September 25, 1953 awarded to you State Highway Contract No. 4028 for construction of 2.89 miles grade and pavement widening on the Harrisburg-Junction City Section of the Pacific Highway East in Lane County. This award was based on your bid of $121,096.80 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

shr

cc H. G. Smith
S. H. Probert
W. M. Franswa, SIAC

File

FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BF-105(6)

4128

September 25, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project BF-105(6), Harrisburg-Junction City Section of the Pacific Highway (East), to Lebanon and Harrisburg Sand and Gravel Company of Lebanon, Oregon, low bidder in the amount of $121,096.80 at the September 25, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
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FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Harrisburg-Junction City
Highway: Pacific
County: Lane
Prefix: 20-1434-900
Res. Engr.: David Moehring
Length of Project: 2.89 Miles
Stations: 1422+85 to 1583+60

The recommended total thickness of base course plus wearing surface is 15½ inches. This is based on use of gravel represented by the following soil:

Location		Soil Characteristics					Required Thickness Traffic		
Station	Depth	% Pass 200	LL	PI	R Value	% Silt	Light	Medium	Heavy
1576+26 0.09 Miles West	2'-3'	15.1	30	14	—	8.7			

Submitted by McCall
Soils Engineer

Recommended by
Construction Engineer

Recommended by O A White
asst Engineer of Materials

Approved by
Ass't. State Highway Engr.

cc
Ass't. State Hwy. Engr. ✓
Construction Engineer
Engineer of Materials
Division Engineer (J. D. Walker)
Resident Engineer (David Moehring)
Office Engineer
Soils Engineer

9/11/53

FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project HF-105(6), Harrisburg-Junction City section of the Pacific Highway (East). This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please furnish the usual copies of encroachment resolution from the City of Junction City.

Very truly yours,

C G Folk
C. G. FOLK
District Engineer

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BF-105(6)

4027

BF 105(6)

August 17, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with the proposed roadbed widening of Project BF-105(6), Harrisburg-Junction City Section, a specification providing for measurement of the gravel borrow in the hauling unit and to make payment on that basis, is satisfactory to this office.

This is in answer to your letter of July 29, 1953.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

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RECEIVED
AUG 3 1953
FOR FILING

[illegible]

July 29, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In connection with the Harrisburg-Junction City Project, BF-105 (6), it is necessary to obtain 22,300 cubic yards of gravel borrow from an area within which the water table is very near the ground surface. Because of this, the excavation will be largely under water, making accurate measurement of the excavation impracticable. Measurement of the quantities in embankment is not practical due to the fact that there will be some intermingling with material from roadbed excavations.

Because of this situation, it becomes necessary to measure the gravel borrow in the hauling vehicles and to make payment on that basis.

May we have your approval of this basis of measurement?

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

20-2328 Honeyman Park Overnight Camp 1955

#4029

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 28, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4029	8-final	FODGE & COLLINS

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12870	R-97639	$ 1,153.49	6/25/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: June 30, 1954

Time Extensions: None

Completion Date: May 31, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD

RECEIVED
FOR FILING

4-27

June 16, 1954

Glens Falls Indemnity Company
Pacific Coast Department
Sixth Floor, Mills Tower
San Francisco, California

Gentlemen:

State Highway Contract No. 4029 for construction of a camping area in Honeyman State Park on the Oregon Coast Highway in Lane County was completed by the contractor, Hodge and Collins, on May 31, 1954, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,153.49 will be released to the contractor after acceptance by the Commission. The total contract amount is $38,449.65, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

RECEIVED
JUN 2 1954
FOR FILING

June 1, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
[illegible] Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is ready to release to [illegible] Collins a portion of the funds heretofore retained by the Commission on contract No. 4029, covering construction of Honeyman State Park Camping Area in Lane County.

This payment in the amount of $2,152.89 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,153.49. The present payment will be released on or after June 11, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
6-1-54

Form E-1—1034

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

[illegible]

For Week Ending January 30, 1954

Section Honeyman State Park Camping Area

Kind of work Grading and Utility Building

Highway Oregon Coast

Section prefix 20-3328

Contractor Fodge and Colling

Contract number 4029

Date of contract September 25, 1953

Date of completion June 30, 1954

Date work started October 5, 1953

Estimated date of completion June 30, 1954

Amount of contract $ 42,458.09

Per cent of time elapsed 47 %

Estimated cost of completed project, exclusive of engineering $ 42,618.75

Per cent of contract completed, based on total contract price 43 %

Engineering cost to date $ 1979.47, 61 %

Date project was completed ...., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No activity during this week on grading. Contractor in office on Thursday and they don't plan to do any more to roadway or camping stalls until after building and facilities are completed.

This will be the last report from this office until contractor starts hauling $\frac{3}{4}$-0 to complete roadway and three camping stalls.

NOTED
J. G. SMITH

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

RECEIVED
FEB 1 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed P. F. Burnett Res. Engr.

Address Box 638, Reedsport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.50	0.50	0.50		
Miles partially completed	0.50	0.50	00		
Miles completed	0.50	00	00		
Total estimated quantities	6203	Base 800	$\frac{3}{4}$-0 500		
Estimated quantities moved or placed to date	6203	748	90		
Average daily quantities	0	0	0		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain all Week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing

RECEIVED
FOR FILING

November 3, 1953

Fodge and Collins
Box 715
Waldport, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4029, which was awarded to you on September 25, 1953 by the State Highway Commission, covering Honeyman State Park Camping Area on the Oregon Coast Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 29 1953
FOR FILING

4029

September 28, 1953

Fodge and Collins
Waldport, Oregon

Gentlemen:

The State Highway Commission on September 25, 1953 awarded to you State Highway Contract No. 4029 for construction of the Honeyman Park Overnight Camp in Lane County. This award was based on your bid of $36,329.75 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC
G. S. Paxson

S-141(1) Powell Butte Jct.-Deschutes 1953
Co. Line Sec., Powell Butte Rd.
#4030

Form A-180 10M 3-54

NOTED
J. F. HAGEMANN

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. 36681
Date Nov. 15, 1954
Your Req. No.
Billing Request No. [illegible]-127
Credit distribution: see below

Crook County
Prineville, Oregon

Attn: County Court

Final billing for county share of total costs of Powell Butte Junction-Deschutes County Line grading and surfacing county FAS project in Crook County.

Original Advance Deposit	11,000.00	
Amount previously transferred	9,000.00	
Balance Advance Deposit		2,000.00
Cost of Project as per attached statement	10,126.34	
Less: Amount previously transferred	9,000.00	
Balance due		1,126.34
To be retained		$ 873.66

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $ 507-1019-297 1,126.34
By ~~[illegible]~~ ~~873.66~~

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

cc: Mr. W. R. McCormack
Mr. J. C. Minson

NOTED
Harold C. Ayers

November 12, 1954

NOTED
V. R. JONES

Crook County Court
P. O. Box 488
Prineville, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Attached is a statement of final costs covering the Powell Butte Junction-Deschutes County Line Section, grading and surfacing, on FAS 554. As per the County's letter of June 28, 1953, the refund due Crook County of $873.66 is being retained as part of the advance deposit for the Powell Butte Junction-Deschutes County Line oiling project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

[redacted]
Att.

cc: Mr. W. R. McCormack
Mr. J. C. Minson

Oregon State Highway Department
Itemized Statement of Final Costs
Powell Butte Junction-Deschutes County Line Section, G. & [illegible].
FAS 554
Contract No. 4[illegible]
Crook County
November 1[illegible], 1954

PAYMENTS TO CONTRACTOR

	Item	Quantity		[illegible]	Total
1.	Clearing & grubbing	All		$[illegible]	$ 2,[illegible]
2.	Struc. excav., unclass.	[illegible]	c.y.	3.00	1,868.00
3.	General excavation, unclass.	38,[illegible]	c.y.	[illegible].3[illegible]	11,436.76
4.	Short overhaul	110,743.4	yd sta.	[illegible]	2,216.87
5.	Long	2,421.2	C-yd sta	[illegible].60	1,452.72
6.	Finish R.B. & slopes	4.23	mile	600.00	2,538.00
7.	12" corr. metal pipe	452	l.f.	3.00	1,356.00
8.	15"	58	l.f.	4.00	232.00
9.	18"	428	l.f.	4.00	1,712.00
10.	18" siphon pipe	21[illegible]	l.f.	6.00	1,2[illegible].00
11.	Concrete and basins	39.81	c.y.	60.00	2,388.60
12.	Salvage culvert pipe	208	l.f.	2.00	416.00
13.	Class A Concrete	39.72	c.y.	60.00	2,383.20
14.	Metal reinforcement	4,5[illegible].5	lb.	0.20	[illegible]02.1[illegible]
15.	Selected R/B topping	13,7[illegible].0	c.y.	0.30	4,1[illegible]
16.	Hauling	1[illegible]1,383	yd mile	0.1[illegible]	1[illegible],1[illegible].3[illegible]

Total Payments to Contractor - - - - - - - - - - - - - $46,495.75

Construction Engineering - - - - - - - - - - - - - - - 5,063.92

TOTAL CONSTRUCTION COSTS -- - - - - - - $51,559.67

FEDERAL FUNDS COLLECTED FOR PROJECT - 31,307.00

AGREED COUNTY SHARE OF TOTAL COSTS

50% of difference between total costs and Federal funds:
(\$51,559.67-\$31,307.00) x 1/2 = \$10,126.34

County Advance Deposit	$11,000.00
Less County Share Total Costs	10,126.34

REFUND DUE CROOK COUNTY - - - $ 873.66

NOTE: As per letter of June 28, 1953, signed by Judge Battles for the Crook County Court, this refund has been applied towards the Powell Butte Junction-Deschutes County Line Oiling project on FAS 554.

5-1-1(1)
4030

October 27th, 1954

FINAL COST ANALYSIS

Powell Butte Jct.-Deschutes Co. Line Section
Contract #4030

Babler Bros., Inc., Contractor
Alfred W. Bates, Resident Engineer

Powell Butte Road
Prefix 507-1019-201

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing		All	$2,000.00	$	$ 1,666.11	$ 2,000.00
Struct. Excav., Unclass.	616	Cu. Yd.	3.00	1.95	1,199.13	1,848.00
Gen'l. " "	38,123.2	" "	0.30	0.34	12,904.75	11,436.96
Short Overhaul	110,543.4	Yd. Sta.	0.02	0.02	2,210.87	2,210.87
Long Overhaul	2,421.2	C-Yd. Sta.	0.60	0.60	1,452.72	1,452.72
Finish R/B & Slopes	4.23	Mile	600.00	403.13	1,705.27	2,538.00
12" Corr. Metal Pipe	452	Lin. Ft.	3.00	2.83	1,280.56	1,356.00
15" " " "	58	" "	4.00	3.50	203.42	232.00
18" " " "	428	" "	4.00	3.95	1,688.60	1,712.00
18" Corr. Metal Siphon Pipe	216	" "	6.00	5.85	1,264.44	1,296.00
Concrete End Basins	39.81	Cu. Yd.	60.00	55.25	2,199.72	2,388.60
Salvaging Culvert Pipe	208	Lin. Ft.	2.00	1.06	221.22	416.00
Class "A" Concrete	39.72	Cu. Yd.	60.00	49.52	1,967.14	2,383.20
Metal Reinforcement	4,510.5	Lb.	0.20	0.115	518.78	902.10
Selected R/B Topping	13,750	Cu. Yd.	0.30	0.376	5,179.52	4,125.00
Hauling R/B Topping	101,983	Yd. Mi.	0.10	0.12	12,282.18	10,198.30
					$47,944.43	$46,495.75

Total Cost	$47,944.43
Gross Revenue	46,495.75
Net Loss	$ 1,448.68

Net Loss Equals 3.1% of Gross Revenue

Babler Bros., Inc.

Detail of Cost

Labor:

Labor & Supervision		$11,874.45	
Labor Insurance		771.84	
			$12,646.29

Materials:

12" Corr. Metal Pipe	452	Lin. Ft. at	$1.96	$ 885.92	
12" " " " Bands	24	Each "	1.96	47.04	
15" " " "	58	Lin. Ft. "	2.35	136.30	
15" " " " "	4	Each "	2.35	9.40	
18" " " "	428	Lin. Ft. "	2.73	1,168.44	
18" " " " "	22	Each "	2.73	60.02	
18" Corr. Metal Siphon Pipe	216	Lin. Ft. "	4.19	905.04	
18" " " " " Bands	12	Each "	3.90	46.80	
Metal Reinforcement	4,510.5	Lb. "	0.0936	422.23	
					3,681.19

Equipment Rentals, Supplies & Misc.:

Equipment Rentals (Owned)		$12,956.55	
Hired Trucks (Fully-operated)		9,549.09	
Gas, Oil & Grease		3,726.75	
Small Tools & Misc. Supplies		502.25	
Ready Mix Concrete	79.53 Cu. Yd. at $22.00	1,749.66	
Lumber		317.20	
P.L. & P.D. Insurance		132.99	
Bond		237.56	
Freight & Cartage		335.50	
Home Office & General Overhead		2,109.40	
			31,616.95

Total Cost $47,944.43

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 4.23 miles of highway roadbed, construction of one reinforced box culvert and construction of 4.23 miles of gravel surfacing. The contract was bid September 25th, 1953, and the project was completed February 12th, 1954.

On September 30th, 1953, the contractor moved in a D-6 cat and dozer and with 3 men started clearing. The clearing consisted of light sagebrush and scattered junipers. This item shows a profit.

Grading was started November 15th, 1953, and completed December 26th, 1953. Equipment used in grading operations consisted of two D-8 cats and dozers, one D-8 cat and scraper, two blades and four 15 cu. yd. scrapers. Having some cemented gravel with low bid price on excavation, this item shows a loss.

Selected roadbed topping was taken from gravel deposit located approximately 5 miles south of the south end of the project and approximately 0.5 mile south and east of the Alfalfa School. The gravel from this deposit was very fine and cemented. A 3/4 cu. yd. shovel was used in loading out the topping into hired trucks. Being cemented gravel, a D-8 cat and ripper was used to rip and push gravel to the shovel. Having low bid prices on selected roadbed topping and hauling, these two items show a loss.

The contractor had good equipment and good supervision, but with low bid prices this project shows a loss.

Oscar Cutler
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED
FOR FILING

-141(1)

July 1, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for leveling course construction and oiling of the Powell Butte Junction-Deschutes County Line Section of Powell Butte County Road in Crook County, Project S-141 (2), to Babler Bros., Inc., of Portland, Oregon, on the basis of the bid of $25,655 submitted on June 23, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

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File

OREGON DISTRICT
40
S-141

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

July 1, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-141 (2), Powell Butte Junction-Deschutes County Line Section of the Powell Butte Road in Crook County, we hereby concur as of this date in award of contract to Babler Bros., Inc. of Portland, Oregon, low bidderin the amount of $25,655.00 at the June 23, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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FOR FILING
5-141 (1)

OREGON STATE HIGHWAY DEPARTMENT

(date)
May 20, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4030	6-final	Babler Bros.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9622	R-94495	$ 1,670.93	5/20/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1954

Time Extensions: None

Completion Date: Feb. 12, 1954

Date Accepted: Feb. 24, 1954

Penalties: None

Claims: None

Remarks:

Date: 5-24-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
Lloyd Query
ass't Secty

Warrant Mailed: MAY 24 1954

NOTED ON CARD
5-24-54

RECEIVED
MAY 10 1954
FOR FILING

5-141(1)

4030

May 7, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

We notified your office on April 6 that final payment would be made to Babler Bros.,Inc. in connection with their contract No. 4030, for the Powell Butte Junction-Deschutes County Line Section in Crook County, in the amount of $1,404.53.

This is to advise you that the revised final payment will amount to $1,670.93. The revised total amount of the contract is $46,495.75 and no force account work was performed on the project.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

NOTED ON CARD
5-7-54 gl

RECEIVED
APR 6 1954
FOR FILING

S-111(1)

1

April 5, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4030 for work performed on the Powell Butte Junction-Deschutes County Line Section of the Powell Butte Road in Crook County was completed by the contractor, Babler Bros., Inc., on February 12 and was formally accepted by the Highway Commission on February 24, 1954.

Final payment in the amount of $1,404.53 will be released to the contractor on or after April 15, 1954. The total contract amount is $46,229.35, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

4-5-54 gl

Form PR 2 (Revised 1950)

CPR8 1168

State Oregon

Federal Aid Secondary

Project No. S-141(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of April, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of May, 1953, a program, which was approved on the 5th day of June, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 2nd day of September, 1953; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-three thousand, two hundred and 00/100 dollars ($33,200.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Crook County with the Highway Department. (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 300+12 at the northeast corner Section 20, T. 16 S., R. 14 E., W.M., and survey station 524+56 at the south boundary Section 34, T. 16 S., R. 14 E., W.M., the Deschutes County Line, without exception, length 4.226 miles, in Crook County, being Oregon Federal Aid / Secondary project No. S-141(1), consisting of 4.226 miles of roadway and no bridges, e[illegible]of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty-three thousand, two hundred and 00/100 dollars ($33,200.00), which does not exceed the authorized Federal pro rata share of fifty-three thousand, six hundred eighty-six and 60/100 dollars ($53,686.60), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By M K McIver

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting *Division Engineer,*
Bureau of Public Roads.

OREGON JAN 4 1954

APR 7 1954

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

[illegible]

[illegible]

NATURE OF WORK:

[illegible]

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4030 Babler Bros.,Inc. 9-28-53

DATE OF COMPLETION:

Completed 2-12-54. Accepted 2-24-54

REMARKS:

November 24, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as a basis for project agreement for the Powell Butte Junction-Deschutes County Line Section, Project No. S-141 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWN:eh

Oregon State Highway Department

Federal Aid Secondary
Project No. S-141 (1)

POWELL BUTTE JUNCTION-DESCHUTES COUNTY LINE SECTION

OF THE POWELL BUTTE ROAD IN CROOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 29, 1953

Type Code 0011
Roadway (Sta. 300+12 to Sta. 524+55.9) (Contract No. 4030)

All Required		Clearing and Grubbing		$ 2,000.00
460	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,380.00
37,000	cu. yds.	General Excavation, Unclassified	0.30	11,100.00
96,000	yd. sta.	Short Overhaul	0.02	1,920.00
2,600	C-yd. sta.	Long Overhaul	0.60	1,560.00
4.23	miles	Finishing Roadbed and Slopes	600.00	2,538.00
400	lin. ft.	12-inch Corrugated Metal Pipe	3.00	1,200.00
22	lin. ft.	15-inch Corrugated Metal Pipe	4.00	88.00
590	lin. ft.	18-inch Corrugated Metal Pipe	4.00	2,360.00
190	lin. ft.	18-inch Corrugated Metal Siphon Pipe	6.00	1,140.00
26	cu. yds.	Concrete End Basins	60.00	1,560.00
70	lin. ft.	Salvaging Culvert Pipe	2.00	140.00
40	cu. yds.	Class "A" Concrete	60.00	2,400.00
4,000	lbs.	Metal Reinforcement	0.20	800.00
16,200	cu. yds.	Selected Roadbed Topping	0.30	4,860.00
128,000	yd. mi.	Hauling Roadbed Topping	0.10	12,800.00
320	M-gal.	Sprinkling	3.00	960.00
			Subtotal	$48,806.00
			10% Engr. & Cont.	4,880.60
			Total	$53,686.60

Length of Roadway	4.226 miles
Cost of Roadway per Mile	$12,703.88

Federal Funds- -	$33,200.00
State Funds- -	10,243.30
County Funds -	10,243.30
	$53,686.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

Note: Cash has been deposited by Crook County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-141 (1)

POWELL BUTTE JUNCTION-DESCHUTES COUNTY LINE SECTION

OF THE POWELL BUTTE ROAD IN CROOK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 27, 1953

Type Code 0011
Roadway (Sta. 300+12 to Sta. 524+55.9)

All Required		Clearing and Grubbing		$ 2,000.00
460	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,380.00
37,000	cu. yds.	General Excavation, Unclassified	0.65	24,050.00
96,000	yd. sta.	Short Overhaul	0.02	1,920.00
2,600	C-yd. sta.	Long Overhaul	0.50	1,300.00
4.23	miles	Finishing Roadbed and Slopes	600.00	2,538.00
400	lin. ft.	12-inch Corrugated Metal Pipe	3.25	1,300.00
22	lin. ft.	15-inch Corrugated Metal Pipe	4.75	104.50
590	lin. ft.	18-inch Corrugated Metal Pipe	4.75	2,802.50
190	lin. ft.	18-inch Corrugated Metal Siphon Pipe	6.50	1,235.00
26	cu. yds.	Concrete End Basins	85.00	2,210.00
70	lin. ft.	Salvaging Culvert Pipe	2.00	140.00
40	cu. yds.	Class "A" Concrete	60.00	2,400.00
4,000	lbs.	Metal Reinforcement	0.14	560.00
16,200	cu. yds.	Selected Roadbed Topping	0.60	9,720.00
128,000	yd. mi.	Hauling Roadbed Topping	0.14	17,920.00
320	M-gal.	Sprinkling	3.00	960.00
			Subtotal	$72,540.00
			10% Engr. & Cont.	7,254.00
			Total	$79,794.00

Length of Roadway	4.226 miles
Cost of Roadway per Mile	$18,881.68

Federal Funds	$47,400.00
State Funds	15,800.00
County Funds	16,594.00
	$79,794.00

RECEIVED
MAR 2 1954
FOR FILING

S. 141(1)

March 1, 1954

General Casualty Company of America
coly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros.,Inc. on contract No. 4030, for grading and topping on the Powell Butte Junction-Deschutes County Line Section of the Powell Butte Road in Crook County.

This payment, in the amount of $4,306.35, will be released to the contractor on or after March 11, 1954. The retained percentage is $1,386.33.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

Portland Service Office

NOTED ON CARD
3-1-54, g

Form E-1—10M

S-141(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 20, 1954

Section Powell Butte Jct.-Deschutes County Line

Kind of work Grading & Topping

Highway Powell Butte Road

Section prefix 507-1019

Contractor Babler Bros.,Inc.

Contract number 4030

Date of contract September XX, 28, 1953

Date of completion August 31, 1954

Date work started September 30, 1953

Estimated date of completion February 18, 1954

Amount of contract $51,002.27

Per cent of time elapsed 43 %

Estimated cost of completed project, exclusive of engineering $46,211.15

Per cent of contract completed, based on total contract price . . . . 95 %

Engineering cost to date $4,649.87, 119 %

Date project was completed February 18, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mr. Swift and Mr. Lithgow went over the job on Monday, and accepted it after the Contractor had done some additional blade work.

The Contractor finished his cleanup on Thursday.

The Semi-final estimate was finished on Thursday.

NOTED

NOTED
B. A. MARTIN

RECEIVED
FEB 1954
CONST

Signed Alfred M. Bartz

Address Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.23	4.23			
Miles partially completed					
Miles completed	4.23	4.23			
Total estimated quantities	37,000	13,750			
Estimated quantities moved or placed to date	37,000	13,750			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		2			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	" "		
Wednesday	Showers		
Thursday	Partly Cloudy		
Friday	Cloudy		
Saturday			

State Printing

RECEIVED
FEB 18 1954
FOR FILING

S-141(1)

4030

February 15, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on February 12, 1954 on Contract No. 4030, Powell Butte Junction-Deschutes County Line Section, in Crook County, in connection with Federal Aid Project No. S-141(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DF:ch

cc: John Cattrall

RECEIVED
OCT 28 1953
FOR FILING

S-141(9)

4030

October 27, 1953

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4030, which was awarded to you on September 28, 1953 by the State Highway Commission, for grading and topping on the Powell Butte Junction-Deschutes County Line Section of the Powell Butte Road in Crook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 9 1953
FOR FILING

S-141(1)

4030

October 7, 1953

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 30, 1953 on Contract No. 4030, Powell Butte Junction-Deschutes County Line Section in Crook County, in connection with Federal Aid Project No. S-141 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DBP:tp

NOTED
Harold C. Ayers

October 5, 1953

NOTED
J. W. CATTRALL

Honorable Asa W. Battles
Crook County Judge
P. O. Box 488
Prineville, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of Crook County's advance deposit of $11,000 in connection with the Powell Butte Junction-Deschutes County Line Section of the Powell Butte Road in Crook County.

The Highway Commission on September 28, 1953 awarded Contract No. 4030 to Babler Bros., Inc. for grading and topping on the above section. The work to be done under this contract is to be completed not later than August 31, 1954.

Enclosed for your information is a copy of the contract and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Encl.
cc: Mr. W. R. McCormack
Mr. J. C. Minson

7R-554

NOTED
Harold C. Ayers

October 5, 1953

NOTED
J. W. CATTRALL

Honorable Asa W. Battles
Crook County Judge
P. O. Box 488
Prineville, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of Crook County's advance deposit of $11,000 in connection with the Powell Butte Junction-Deschutes County Line Section of the Powell Butte Road in Crook County.

The Highway Commission on September 28, 1953 awarded Contract No. 4030 to Babler Bros., Inc. for grading and topping on the above section. The work to be done under this contract is to be completed not later than August 31, 1954.

Enclosed for your information is a copy of the contract and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Encl.
cc: Mr. W. R. McCormack
Mr. J. C. Minson

7cc 554

Form A-150 10M 12-52

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Crook County
Prineville, Oregon

Attn: County Court

Invoice No. [illegible]
Date Oct. 1, 1953
Your Req. No.
Billing Request No. CC 6h
Credit distribution: 507-1019-297

Powell Butte Junction-Deschutes County Line county FAS project in Crook County covered by agreement dated September, 1953.
Partial transfer of County's share of total cost.
The total advance deposit is $11,000 of which $2,000 is to remain in the advance deposit fund.

	Advance Deposit	11,000.00
		9,000.00
See above	To be retained	$ 2,000.00

RECEIVED
[illegible] - 1953
ENGINEER
[illegible]

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $
By

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

Receipt of the above listed items is hereby acknowledged

SIGNED

John Cattrall

FORM E-133 50M REVISED 2-53

NOTED
Harold C. Ayers

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Sept. 28, 1953

RECEIVED
1953
ENGINEER

Mr. C. H. Maison

OFFICE

Dear Sir:

Attached we hand you, for deposit in the **ADVANCE DEPOSITS ACCOUNT** Warrants, Checks, Drafts, Cash, etc., as follows:

FROM	KIND	NO.	AMOUNT	FOR
County of Crook	warrant	6712	$11,000.00	Powell Butte Road

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

Receipt of the above listed items is hereby acknowledged

SIGNED ______________________

NOTED
J. W. CATTRALL

September 29, 1953

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

Attached are four copies each of a maintenance agreement and an encroachment resolution covering Oregon Project S-141, Powell Butte Junction-Deschutes County Line Section, in Crook County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:MM
Att.

RECEIVED FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 28, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-141(1), Powell Butte Junction-Deschutes County Line Section of the Powell Butte Highway, we hereby concur as of this date in award of contract to Babler Bros., Inc. of Portland, Oregon, low bidder in the amount of $48,806.00 at the September 25, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
1953
FOR FILING

S-141(1)

4130

September 28, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and gravel topping construction on the Powell Butte Junction-Deschutes County Line Section of the Powell Butte County Road in Crook County, Project S-141 (1), to Babler Bros., Inc. of Portland, Oregon, on the basis of the bid of $48,806 submitted on September 25, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
NOV [illegible] 53
FOR FILING

AGENDA
OC 2 [illegible]

3.a

September 28, 1953

Babler Brothers, Inc.
4617 SE Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on September 25, 1953 accepted your proposal for grading and gravel topping on the Powell Butte Junction-Deschutes County Line Section of the Powell Butte Road in Crook County for the sum of $48,806.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as concurrence has been received from the Bureau of Public Roads and Crook County and the sum of $11,000 is deposited by the County. This note is to inform you that such conditions have now been satisfied and Contract No. 4039 has been assigned to this project.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution. Meanwhile, I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

This confirms our telephone conversation of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: W. M. Franzwa SIAC
H. G. Smith
S. H. Probert
Goldie Lewis

E.R.

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

September 25, 1953

Crook County Court
PO Box 488
Prineville, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On September 25th the State Highway Commission received a satisfactory bid from Babler Brothers of Portland for construction of the Powell Butte Junction - Deschutes County Line Section of FAS 554. As per the agreement between the State and County, an advance deposit of 20% of the estimated cost based on the low bid is required from the county prior to award of the contract. The amount of this deposit is as follows:

Bid Items	$48,806.00
12-1/2% Engineering and Contingencies	6,100.75
Estimated Total Cost	$54,906.75
Advance Deposit of 20%	$11,000.00

Please make this deposit by means of a warrant or check in the amount of $11,000 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit the contract will be awarded.

Due to the low bid received, Crook County will have approximately $24,000 actual FAS funds (including federal, state, and county funds) remaining to be programmed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County & City Relations

cc: Wayne Lithgow

NOTED
J. W. CATTRALL

Salem, Oregon
September 23, 1953

Mr. R. L. Porter
Right of Way Engineer

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Enclosed are signed options for R/W Files Nos. 20910, 20911, 20912, 20913, 20914, 20917, and 20918 obtained by Crook County in connection with the Powell Butte Junction-Deschutes County Line County FAS project. Also enclosed is a resolution covering that property described under R/W File No. 20916.

The description on the option for R/W File No. 20918 has been revised to cover a minor line revision which Mr. Swift, Assistant Division Engineer, has stated will be taken care of during construction operations.

This should clear the right of way for this project.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

FORM E-30 25M 1-52 58419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Sept. 16, 1953

SUBJECT:

RECEIVED

To:

Mr. John W. Cattrall
Engineer, County & City Relations
Office

Attached for further handling are five certified copies of a maintenance agreement with Crook County covering the Powell Butte Junction-Deschutes County Line Section project, FAS 554, in Crook County.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Crook County.

Yours very truly,

Secretary

rn
Attach: 5

Sent to BPR
9/29/53
J.B.G

AGREEMENT ([illegible])

The County of Crook, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 4.226 miles of FAS Highway 554 from the Powell Butte State Highway

to the Deschutes County Line

known as the Powell Butte Jct.-Deschutes Co. Line Section, and to be designated as Oregon Project No. S-141(1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator, it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision for such maintenance.

3. That the said County agrees to procure at its sole cost and make available before a contract is awarded for said project, a right-of-way having a width of at least 60 feet throughout and further agrees to procure and make

Form cc-31

available such additional width or widths of right-of-way as may be required for cut and/or fill slopes.

4. That the said County hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

5. That the said County hereby agrees that:

   a. All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

   b. No signs (other than those specified in paragraph "a" above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 2nd day of September, 19 53, and the Highway Department on the 14th day of September, 19 53.

COUNTY OF CROOK

By Asa W. Battles
County Judge

By J. G. Minson
County Commissioner

By Wm R. McCormack
County Commissioner

ATTEST: Hazel A. Powell
County Clerk

OREGON STATE HIGHWAY COMMISSION

By
As Chairman

By /s/ Chas. H. Reynolds
As Commissioner

By /s/ M. K. McIver ~~Wm R. McCormack~~
As Commissioner

ATTEST: /s/ H. B. Glaisyer
Secretary

RECOMMENDED FOR APPROVAL

/s/ W. C. Williams
Assistant State Highway Engineer

Form cc-31
Page 2

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission; that I have compared the foregoing Agreement with the original thereof on file in this office and the same is a true and correct copy of said original and of the whole thereof.

Dated this 14th day of September, 19 53

H B Glaisyer
Secretary

D

FORM E-30 25M 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1953

SUBJECT:

To:

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of a finance agreement with Crook County covering the Powell Butte Junction-Deschutes County Line Section project, FAS 554, in Crook County.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Crook County.

Yours very truly,

H.B.Pearson Jr.
Secretary

rn
Attach: 1

Distribution made
9/29/53
J.D.G.

RECEIVED
SEP [illegible] 1953
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

September 4, 1953

S-141(1)

4030

121-141

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The sketch map dated May, 1953 for Oregon FAS-141, Powell Butte Junction-Alfalfa, Powell Butte Road, on approved FAS Route No. 554 in Crook and Deschutes Counties, is approved today.

Very truly yours,

W. H. Lynch
W. H. LYNCH
Division Engineer

NOTED
J. W. CATTRALL

Salem, Oregon
September 4, 1953

NOTED
Harold C. Ayers

Mr. W. C. Williams
OFFICE

NOTED
J. F. HAGEMANN

Attached are seven copies of a maintenance agreement executed by the county covering the Powell Butte Junction-Deschutes County Line Section project, FAS 554, in Crook County.

After signature by the Highway Commission, please return five either fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:MM
Att.

Salem, Oregon
September 4, 1953

Mr. W. C. Williams
OFFICE

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Attached are three copies of a finance agreement executed by the county covering the Powell Butte Junction-Deschutes County Line Section project, FAS 554, in Crook County.

Two copies have been executed by the county and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:MM
Att.

Salem, Oregon
September 4, 1953

Mr. W. C. Williams
OFFICE

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Attached are three copies of a finance agreement executed by the county covering the Powell Butte Junction-Deschutes County Line Section project, FAS 554, in Crook County.

Two copies have been executed by the county and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:[illegible]
Att.

OREGON PROJECT S-141(1)

J. C. MINSON
COMMISSIONER
POWELL BUTTE

SA W. BATTLES
JUDGE
PRINEVILLE

Wm. McCORMACK
ISSIONER
PRINEVILLE

CROOK COUNTY COURT

PRINEVILLE, OREGON

September 2, 1953

NOTED
J. F. HAGEMANN

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Crook County, by this letter, agrees to place a crushed aggregate levelling course as required and a medium type oil mat wearing surface upon the Powell Butte Junction-Deschutes County Line Section of the Powell Butte County Road, FAS 554. This levelling course and oil mat wearing surface will be placed by county forces at county expense in accordance with Oregon State Highway Department specifications. Work shall commence immediately following completion of the grading and placing of selected roadbed topping to be constructed as Oregon Project S-141(1) and shall proceed to completion as rapidly as weather permits.

Very truly yours,

CROOK COUNTY COURT

Asa W. Battles
Judge

J. C. Minson
Commissioner

Wm. R. McCormack
Commissioner

RECEIVED

OREGON PROJECT S-141(1)
FAS 554

RESOLUTION (Executed 1)

7-2-53

WHEREAS, a County Road in Crook County, State of Oregon, known as the Powell Butte County Road, is routed through the County of Crook, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Crook County, the section adopted for improvement being more particularly described as follows; to wit:

From the Powell Butte State Highway, southeasterly to the Deschutes County Line, a distance of 4.226 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Crook will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Crook

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the Powell Butte County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Crook County, Oregon, this 2nd day of September, 1953.

Attest:

Hazel A. Powell
County Clerk

By Asa W. Battles
County Judge

By J. C. Hinson
County Commissioner

By Wm. R. McCormack
County Commissioner

Form cc-12
Page 2

File

ORECON DISTRICT S-141(1)

40:0

S-141(1)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 2, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project S-141(1), Powell Butte Junction - Deschutes County Line Section of the Powell Butte Road in Crook County. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please submit the usual copies of county maintenance and encroachment agreement prior to the submission of the agreement estimate.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
SEP 3 1953
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Powell Butte Jct.-Deschutes County Line **Highway:** County Road

County: Crook **Prefix:** 507-1450-900 **Res. Engr.:** H. S. Cox

Length of Project: 4.25 Mi. Stations: 300+12 to 524+56

The recommended total thickness of base course plus an oil mat wearing surface is 8 3/4 inches.

Design data follows.

Location		Soil Characteristics					Required Thickness	
Station	Depth	% Pass 200	LL	PI	R Value	% Silt	Medium	Heavy
310+00, 15' Lt.	0-5'	49.1	24	5	44	18.3	8½"	11½"
323+50, ℄	0-6'	21.6	20	0	78	9.3	8½"	9½"
400+50, ℄	0-1.5'	53.0	21	0	60	30.3	8½"	9½"
400+50, ℄	0-3.5'	68.1	28	2	75	41.6	8½"	9½"
450+25, ℄	0-3'	19.0	24	0	80	8.2	8½"	9½"
486+00, ℄	0-3.5'	35.4	24	0	73	21.4	8½"	9½"

Submitted by Wm C Hill
Soils Engineer

Recommended by
Construction Engineer

Recommended by G W Harra
Engineer of Materials

Approved by
Ass't. State Hwy. Engr.

cc Ass't. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer (W. E. Chandler)
Resident Engineer (H. S. Cox)
Office Engineer
Soils Engineer

8/25/53

NOTED
J. W. CATTRALL

August 12, 1953

Honorable Asa W. Battles
Crook County Judge
P. O. Box 488
Prineville, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed is a copy of a letter from our Right of Way Division together with option forms for all right of way to be acquired by Crook County in connection with the Powell Butte Junction-Deschutes County Line FAS project in Crook County. Please return one signed copy of each option to this office after signatures of the property owners have been obtained. In order that there will be no delay in contracting this project, the signed coptions should be in our hands by September 18th.

Under separate cover we are forwarding two prints of a map showing the parcels described in the options.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

cc: Mr. W. R. McCormack
Mr. J. C. Minson
Mr. Wayne W. Lithgow

FORM E-30 25M 9-51 92319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1953

SUBJECT:
Powell Butte Jct.-Deschutes Co. Line Sec.
Crook County Road
Crook County

To:
John W. Cattrall
County & City Relations Engr.
Office

Dear Sir:

Herewith are option forms in quadruplicate for right of way to be acquired by Crook County for the Powell Butte Junction-Deschutes County Line Section of the Alfalfa County Road. This project is scheduled for letting in September 1953. This office will make application for the ~~Government~~ lands required. Attached are two prints of 7B-22-16, on which we have stamped our date of August 6, 1953.

File No.	Name	Parcel	Area
20910	C. H. Walker ✓	-	0.18 acre
20911	Ruth and R. W. Coyner ✓	-	0.23 acre
20912	Chester Moon ✓	-	0.49 acre
20913	Jack Shumway ✓	1	0.4 acre
		2	1.3 acres
		3	2.9 acres
20914	Sidney Davis ✓	-	0.38 acre
20916	J. F. Hale Jr. & W. B. Hale. Read	-	0.54 acre
20917	William B. Neal ✓	-	0.25 acre
20918	E. E. Coppernoll ✓	-	1.99 acres

Very truly yours,

Earl F. Saling
Earl F. Saling
Right of Way Office Manager

AE:ia

Encls.

cc - R. W. Cozad, w/map
cc - R. L. Porter
cc - John Cattrall (in dup.)

RECEIVED
53
ENGINEER

J. W. C

Salem, Oregon
July 23, 1953

NOTED
Harold C. Ayers

Mr. H. G. Smith
Construction Engineer

Attention: E. A. Pease

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

We have examined the field data for the Powell Butte Junction-Deschutes County Line Section of the Alfalfa County Road (FAS 554) in Crook County and find it to be consistent with the project as proposed by the county and approved by the Highway Commission.

The field estimate of $83,000 exceeds available FAS funds ($79,000) by $4,000; however, the county will not be contacted until this estimate has been corrected. Please advise this office of the corrected estimate when available.

Crook County with its own forces is to place the levelling course and oil mat wearing surface after completion of the FAS project.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: Virgil O'Neil

FAS 554

NOTED
J. W. CATTRALL

February 20, 1953

Crook County Court
P. O. Box 488
Prineville, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise that the Bureau of Public Roads has approved the addition of the Powell Butte-Alfalfa Road to the Federal Aid Secondary System effective February 3, 1953. This route has been assigned the number FAS 554 Please revise your map showing the FAS System accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

Fas 554

FORM E-90 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
February 11, 1953

SUBJECT:

NOTED
J. W. CATTRALL

To:
Mr. W. E. Chandler
Division Engineer
State Highway Dept.
1290 Wall St.
Bend, Oregon

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

Dear Sir:

Reference is made to the survey made by Mr. Fosten several years ago on the Crook County FAS Road #554 from the Powell Butte Secondary southerly to the Deschutes County Line.

It is my understanding that this unit was worked up on the basis of a 26-foot finished subgrade width which will not permit the installation of a standard surfacing and oil mat to provide the required 20-feet of oil and two-2-foot shoulders as required by Bureau of Public Road standards. It has been requested by the County and City Relations Engineer that this project be re-worked so as to provide a 30-foot subgrade width in order to meet the Bureau standards.

Will you please have this work done before submitting the project for contracting.

Very truly yours,

H. G. Smith
Construction Engineer

by

Edwin A. Pease
Construction Office Engineer

EAP:sn

cc John Cattrall

RECEIVED
FEB 11 1953
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. F. HAGEMANN

FORM E-30 25M 1-52 55419

Crook Co
File FAS 554

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
October 30, 1952

SUBJECT:

To:

Mr. John W. Cattrall
County and City Relations Engineer
State Highway Building
Salem, Oregon

Attention: Mr. John F. Hagemann

Dear Sir:

In regard to the recent inquiry as to a survey made on the Powell Butte Market Road north of Alfalfa in Crook County, I am pleased to advise that we have located that survey and have it in the office here.

The survey is quite complete including detail maps, profile, cross sections, mass diagram, etc. We will keep the survey here until we hear further from you as to what you would like to have us do with it.

Very truly yours,

W. F. Chandler
Division Engineer

By Robert H Clark
ROBERT H. CLARK
Division Office Engineer

RHC:md

RECEIVED
OCT 31 1952

[illegible] quantity (incl. allowance) $ 5000

1. Clearing & Grubbing	All Required
2. Struc Exca	270 cy.
3- Trench "	40 c.y
4. Gen "	40,000 cy
5. Stnd overhaul	100,000 yd.Sta
6 - Long "	1,500 C.Yd.Sta
~~7- Grad. Work~~	~~124.5 Stations~~
~~8~~- Fin Rdbd & Slopes	4.25 Mi
8. Salv. Corr Pipe	10 l.f.
9 - 12" Corr Metal Pipe	410 "
10 - 18" " " "	440 "
11 - 24" " " "	42 "
12 - 18" " " Syphon Pipe	220 "
13- Class A Conc.	25 cy.
14. [illegible] Bars	76 l.f.

RECEIVED
OCT 31 1952

RHC:md

Bend, Oregon
October 30, 1952

SUBJECT:

To:

Mr. John W. Cattrall
County and City Relations Engineer
State Highway Building
Salem, Oregon

Attention: Mr. John F. Hagemann

Dear Sir:

In regard to the recent inquiry as to a survey made on the Powell Butte Market Road north of Alfalfa in Crook County, I am pleased to advise that we have located that survey and have it in the office here.

The survey is quite complete including detail maps, profile, cross sections, mass diagram, etc. We will keep the survey here until we hear further from you as to what you would like to have us do with it.

Very truly yours,

W. F. Chandler
Division Engineer

By
ROBERT H. CLARK
Division Office Engineer

NOTED
Harold C. Ayers

January 30, 1953

Crook County Court

Prineville, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1954 Federal Aid Secondary funds the project in Crook County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division office in Bend and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Crook County, this will be approximately $15,800 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFK:[illegible]
Att.

cc: W. R. McCormack
J. C. Minson

NOTED
J. W. CATTRALL

584

CROOK COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $79,000
1955 - $--

PROPOSED PROJECTS:

1954 - FAS 554 from the Powell Butte State Highway southerly to the Deschutes County Line, a distance of 4.25 miles. Grade; place base and surfacing material.

1955 - None.

REMARKS: The county plans to place an oil mat with county forces after the FAS project is completed. This project involves some line revision. A survey was made by the Highway Department in 1949 at the county's request and at county expense. As a result, the preliminary engineering on this project is complete except for locating a material source and preparation of plans and specifications.

January 13, 1953
Prineville, Oregon

Mr. John Cattrail
Public Relations Engineer
Oregon State Highway Comm.
Salem, Oregon

[illegible] 554

Dear John:

In answer to your request for a reply, regarding the County's wishes regarding the F.A.S. Program.

The County Court would like to program their two years allotment for expenditure in one project.

They would also like to have the work done as soon as possible. The first project would be the 3½ mile section connecting the Bend-Powell Butte Secondary with the Deschutes County line Alfalfa Road, which is oil surfaced at this time. This is roughly marked on your map and marked 1st project.

In case there is any money left they would like to start the section marked 2nd project on your map, to the extent of our funds.

I would also like to use this method to confirm a telephone conversation with your office on January 7th, 1953, regarding right of way abandonment on the Prineville-Deschutes County line secondary highway. The County Court does not wish to accept this property, so you may dispose of it as you see fit.

Yours very truly

Wayne W. Lithgow

Wayne W. Lithgow

WWL/lg
As directed by Crook County Court.

RECEIVED
JAN 15 1953
ENGINEER

OREGON

Suggestions for data to be included in narrative report on an individual county road proposed for inclusion in the F.A.S. System

1. Description of Route:

   a. Length: Approximatly 3½ miles

   b. Location of termini: Dechutes Co Line (South) Junction With Powell Butte-Bend Secondary (North)

   c. Topography traversed (mountains, rolling, etc.): ✓ Rolling

   d. Vicinity map: ✓ Survey made By Hiway Comm.

2. Was this route proposed for the FAS System at the time of the original submission?

   If deferred - why? Yes Other Sections Have Changed Status

3. General discussion of the area served:

   a. Population directly served (estimate): Approximatly 500 People Representing Approximatly 100 Farms

   b. Communities served, directly or indirectly: Connect 2 Farming Communities With A Direct Outlet to Prineville Redmond Hiway

   c. Basic economy of the area served (farming, industrial, logging, lumbering, mining, etc.): Farming

   d. Land classification (Department of Agriculture rating, if available.) Otherwise see County Agent: Lite Sandy Soil Lava Outcropping

   e. Social and recreational features (Grange Halls, Schools, etc.): 2 Schools Served, 2 Granges Served,

   f. Will improvement of the route encourage development of the area by making easily accessible additional high type land, stands of timber, etc.: Will give each Community acess to a Choice of Markets For Farm Produce

g. Number of farms served directly: approx 20

h. Will the road be used as school, mail, and milk routes: School & mail & Possibly milk

4. Engineering features:

a. Existing alignment and gradients (include brief summary of the deficient sections): Present Location is in Bottom Land & Subjected To irrigation water

b. Bridges on route - make particular note of any major structures: Nothing Required over 12 ft

c. Railroad crossings - give name of railroad, type of crossing (by grade or separation) safety devices existing, and number of train movements per day for each. Particularly hazardous grade crossings should probably be commented upon:

None

d. Surface type and condition: at present there is No Surfacing on this section

e. Cost of improvement for entire route and standards proposed: estimate Not to exceed $6000 including oiling

5. Traffic analysis:

a. Present ADT volume for route; also give maximum and minimum ADT volumes and where found on route: Not Available

b. Does the route provide alternate service? For example: Is there another route available that the major portion of the traffic could use without serious inconvenience?

No

c. Estimate to future traffic - discuss any unusual increase anticipated. Under this section, should probably be included a discussion of any unusual growth that is considered a probability for the area served and the effect of such growth on future traffic volumes:

Develepment of this section should increas Traffic many Times over

6. General summary and recommendations:

a. How does this route integrate with other FAS or State Highway routes in the immediate route?

b. Why do county officials regard this route as one of the "principal" county roads? Do you (State Aid Engineer) concur?

c. What particular feature or features discussed in the report qualify this route for the FAS System:

d. A brief statement on the number of miles of county roads now on the FAS System in relation to the total mileage on the county road system:

- -

- -

e. A few remarks on the county's financial condition insofar as highways are concerned would be valuable here. The county's ability financially to improve and maintain is perhaps the principal prerequisite for additional mileage. In the writer's opinion, can the mileage now on the FAS System, including this route, be brought to an adequate state of improvement within a reasonable number of years (say - 15 years), taking into account all other financial obligations (maintenance, equipment, reserve, etc.)?

- -

- -

- -

f. How does this route compare with other routes already accepted in the county with respect to traffic, social and recreational features, truck haul, etc.? (If this has been covered in general under 6-b, ignore this subparagraph.)

- -

- -

g. How much mileage now on the approved system is not in need of improvement for ten to fifteen years? The fact that the major portion of the system is in an adequate state of improvement is good support for additions to system.

- -

12-3-52

RESOLUTION

WHEREAS, the Federal-aid Road Act of 1916, as amended and supplemented, provides for the selection of and addition to a Federal-aid secondary highway system by the State Highway Commission in cooperation with appropriate local officials and the Commissioner of Public Roads; and,

WHEREAS, under the provisions of the Federal-aid Highway Act of 1950 and under a policy approved by the Oregon State Highway Commission on August 18, 1952, certain specific funds will be available during the fiscal years 1954 and 1955 for expenditure on county roads designated as a part of the said Federal-aid secondary highway system; and

WHEREAS, to provide latitude in the programming of these said funds, the Crook County Court has verbally requested the Oregon State Highway Commission to petition the Commissioner of Public Roads for the addition of the hereinafter described county road or roads to the Federal-aid secondary highway system; and

WHEREAS, it is the desire of the County Court to make said request a matter of official record;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the members of the County Court of Crook County, Oregon, sitting for the transaction of county business as follows:

1. That the county road or roads hereinafter enumerated and described be and the same are approved as road or roads to be incorporated in the Federal-aid secondary highway system as provided for in the Federal-aid Road Act of 1916, as amended and supplemented:

   a. The Powell Butte-Alfalfa road from a junction with FAS 404 and 542 (the Powell Butte State Highway) southerly and easterly to the Deschutes County line, a distance of 4.25 miles, the southerly 2 miles being on a located line.

   The above described roads are shown colored in red on the attached map marked "Exhibit A," and by this reference made a part hereof.

2. That the Oregon State Highway Commission be respectfully requested to submit to the Commissioner of Public Roads for approval the above listed and designated county road or roads.

3. That this resolution be entered in the journal of this Court and a duly certified copy thereof delivered to the Oregon State Highway Commission.

Dated this 3rd day of December, 1952.

- -

CROOK COUNTY, by and through its
County Court

Asa W. Battles
Judge

Commissioner

Commissioner

ATTEST:

Hazel A. Powell
County Clerk

[illegible]

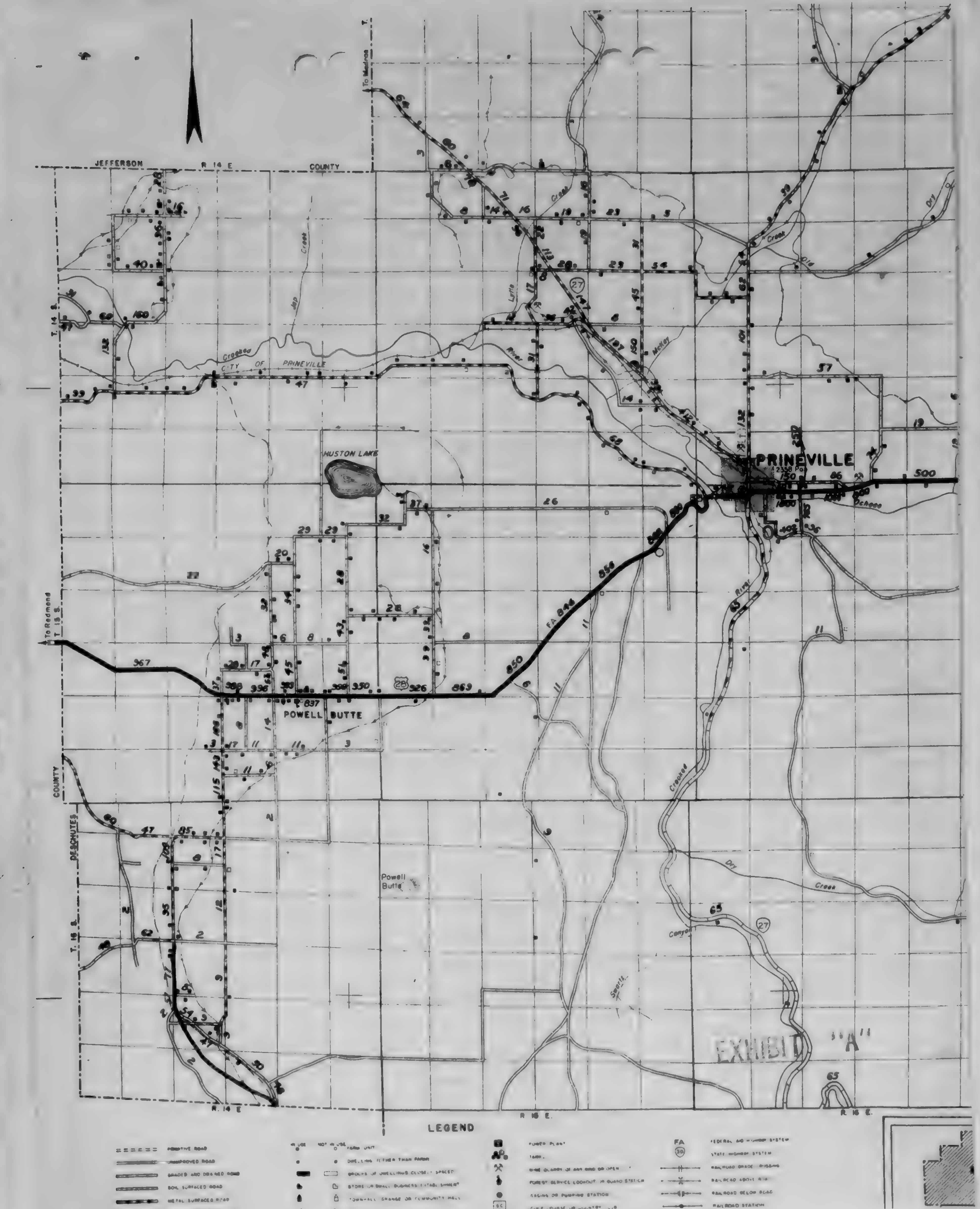

JEFFERSON
R. 14 E.
COUNTY
To Madras
T. 14 S.
T. 15 S.
T. 16 S.
To Redmond
DESCHUTES
COUNTY
CITY OF PRINEVILLE
Crooked River
McKay
Lytle
Creek
Dry Creek
Ochoco
Jap Creek
HUSTON LAKE
PRINEVILLE
2358 Pop.
POWELL BUTTE
Powell Butte
Crooked
Canyon
Dry
Creek
Sports
FA 844
27
28
R. 14 E.
R. 15 E.
R. 16 E.
LEGEND
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
METAL SURFACED ROAD
BITUMINOUS SURFACED ROAD
IN USE
NOT IN USE
FARM UNIT
DWELLING OTHER THAN FARM
GROUPS OF DWELLINGS CLOSELY SPACED
STORE OR SMALL BUSINESS ESTABLISHMENT
TOWN-HALL, GRANGE OR COMMUNITY HALL
MILL
POWER PLANT
TANK
MINE QUARRY OF ANY KIND OR OPEN
FOREST SERVICE LOOKOUT OR GUARD STATION
GAGING OR PUMPING STATION
GOLF COURSE OR COUNTRY CLUB
FA
30
FEDERAL AID HIGHWAY SYSTEM
STATE HIGHWAY SYSTEM
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
RAILROAD STATION

EXHIBIT "A"

NOTED
J. W. CATTRALL

November 26, 1952

Honorable Asa W. Battles
Crook County Judge
P. O. Box 488
Prineville, Oregon

NOTED
Harold C. Ayers

Dear Sir:

Enclosed for adoption by the County Court are three copies of a resolution making the verbal request for placing an additional road on the Federal-aid secondary system a matter of official record. On November 25 the Highway Commission approved addition of the road as shown in the resolution, and the proposed addition will now be submitted to the Bureau of Public Roads for its approval.

It would be appreciated if you would adopt the enclosed resolution and return two signed and attested copies to this office as soon as possible.

Also, please fill out and forward the questionnaire left with you by Mr. Hagemann on October 20 as the information contained therein must be used in making the submission to the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

cc: Mr. W. R. McCormack
Mr. J. C. Minson

Fr. 554 Crook

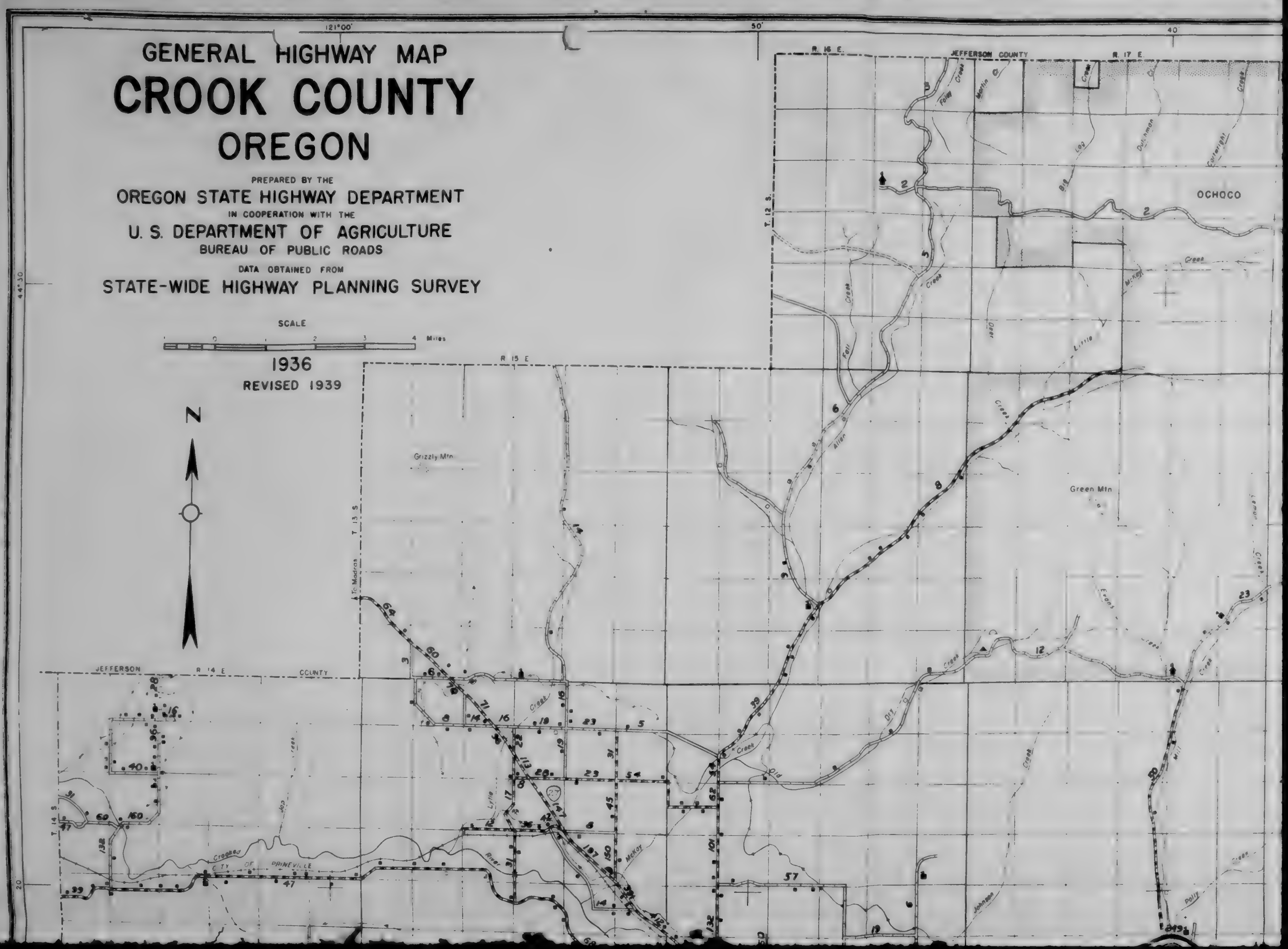
State of Oregon

FEDERAL-AID SECONDARY SYSTEM

(Sheet 1 of 3 sheets)

Supplemental Tabulation No. 42

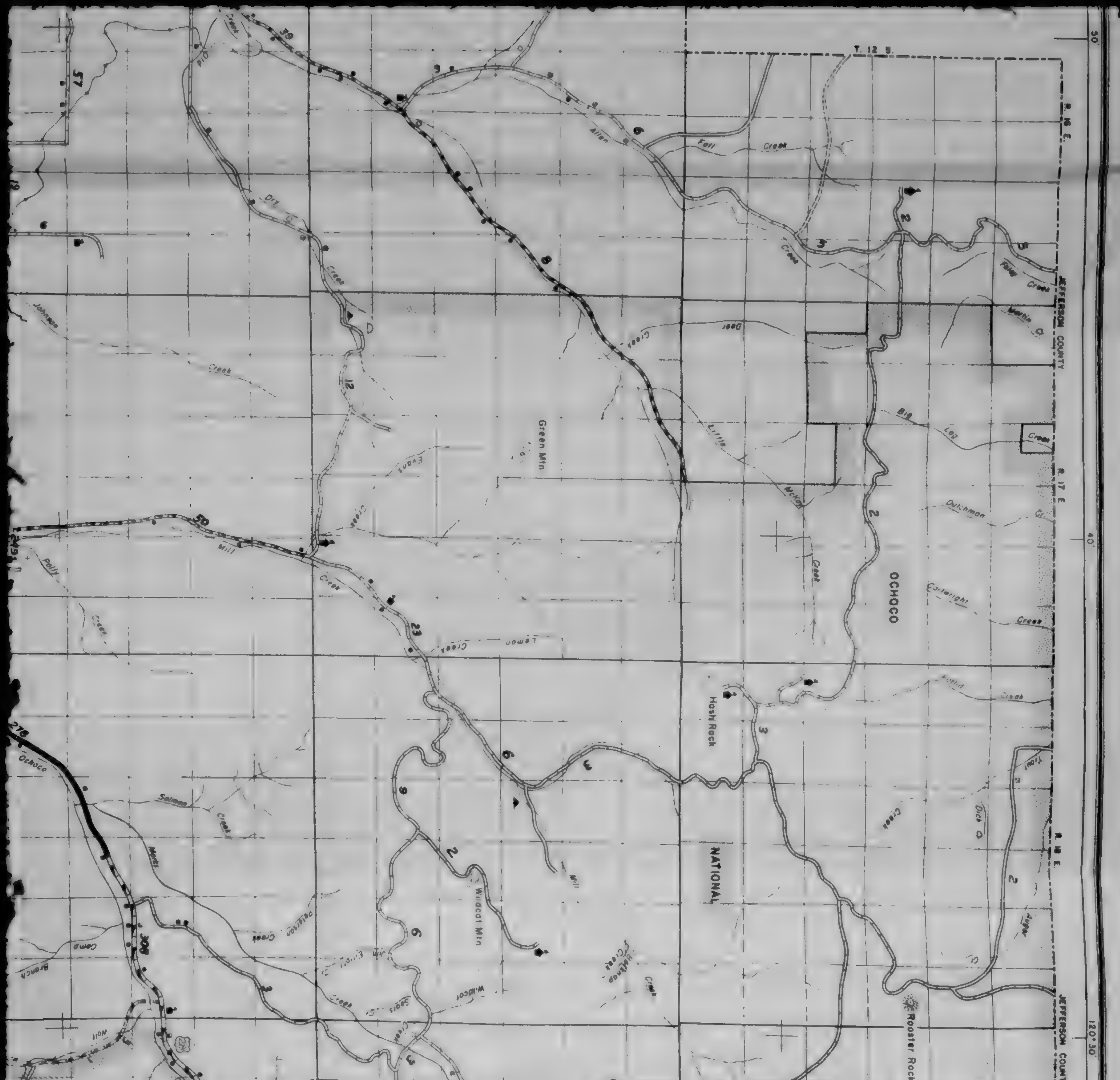
Road Designation						
FAS Road No.	State or Local Road No.	Brief Description of Road and Termini	County	Mileage on State Highway System	Mileage on Local System	Total Length
553	C-1	From FA Route 2 at Miles Crossing, southerly and easterly to FAS 601 at Olney.	Clatsop	--	11.80	11.80
554	635 634 C-38	From FAS 654 and 542, southerly to FAS 398 at Alfalfa.	Crook Deschutes	-- --	4.25 4.00	8.25
555	992 1032 1027 902	From FA Route 4 approximately 2 miles north of Lapine, westerly to the Deschutes National Forest boundary.	Deschutes	--	4.00	4.00
556	New Location	From FA Route 30, westerly along the north side of the Middle Fork of the John Day River to Ritter.	Grant	--	7.00	7.00
557	505 612 C-6	From FA Route 1 approximately 1.3 miles west of Hood River, southerly to a county road junction approximately 0.25 mile east of Rockford.	Hood River	--	2.55	2.55



GENERAL HIGHWAY MAP
CROOK COUNTY
OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE

1936
REVISED 1939



T. 12 S.
R. 16 E.
R. 17 E.
R. 18 E.
R. 19 E.
T. 14 S.
T. 13 S.
T. 12 S.
WHEELER COUNTY
JEFFERSON COUNTY
JEFFERSON COUNTY
50'
40'
120°30'
44°30'
OCHOCO
NATIONAL
FOREST
OCHOCO
Green Mtn
Wildcat Mtn
Hash Rock
Rooster Rock
Allen
Fall Creek
Creek
Foley Creek
Martin Cr
Big Log Creek
Dutchman Cr
Cartwright Creek
Little McKay Creek
Deer Creek
Evans
Johnson Creek
Dry Creek
Mill Creek
Polly Creek
Lemon Creek
Ochoco
Salmon Creek
Morris
Canyon Creek
Camp Branch
Duncan Creek
Boardtree Creek
Madison Creek
Wildcat
Buck Cr
Hamilton Cr
Bear Creek
Cougar Creek
Dodds Creek
Dick Cr
Sugar Cr
Trout
McGinnis Creek
Rush
Mill
Lost
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12
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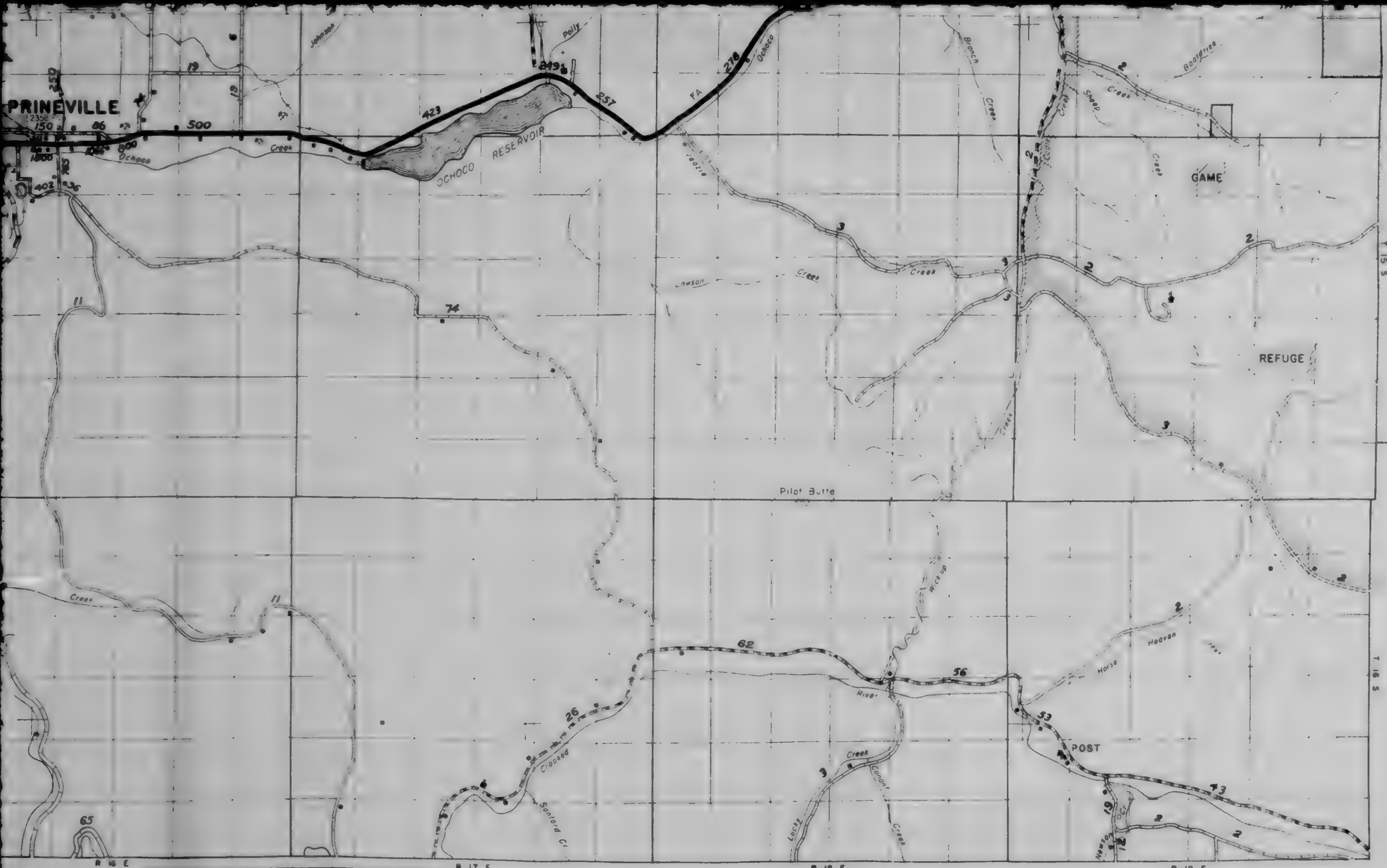
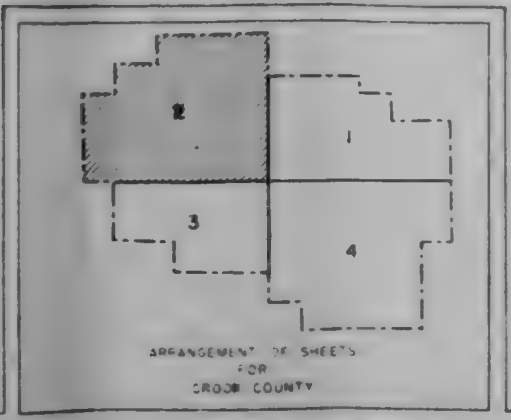
26
50
57
235
246
249
276
308





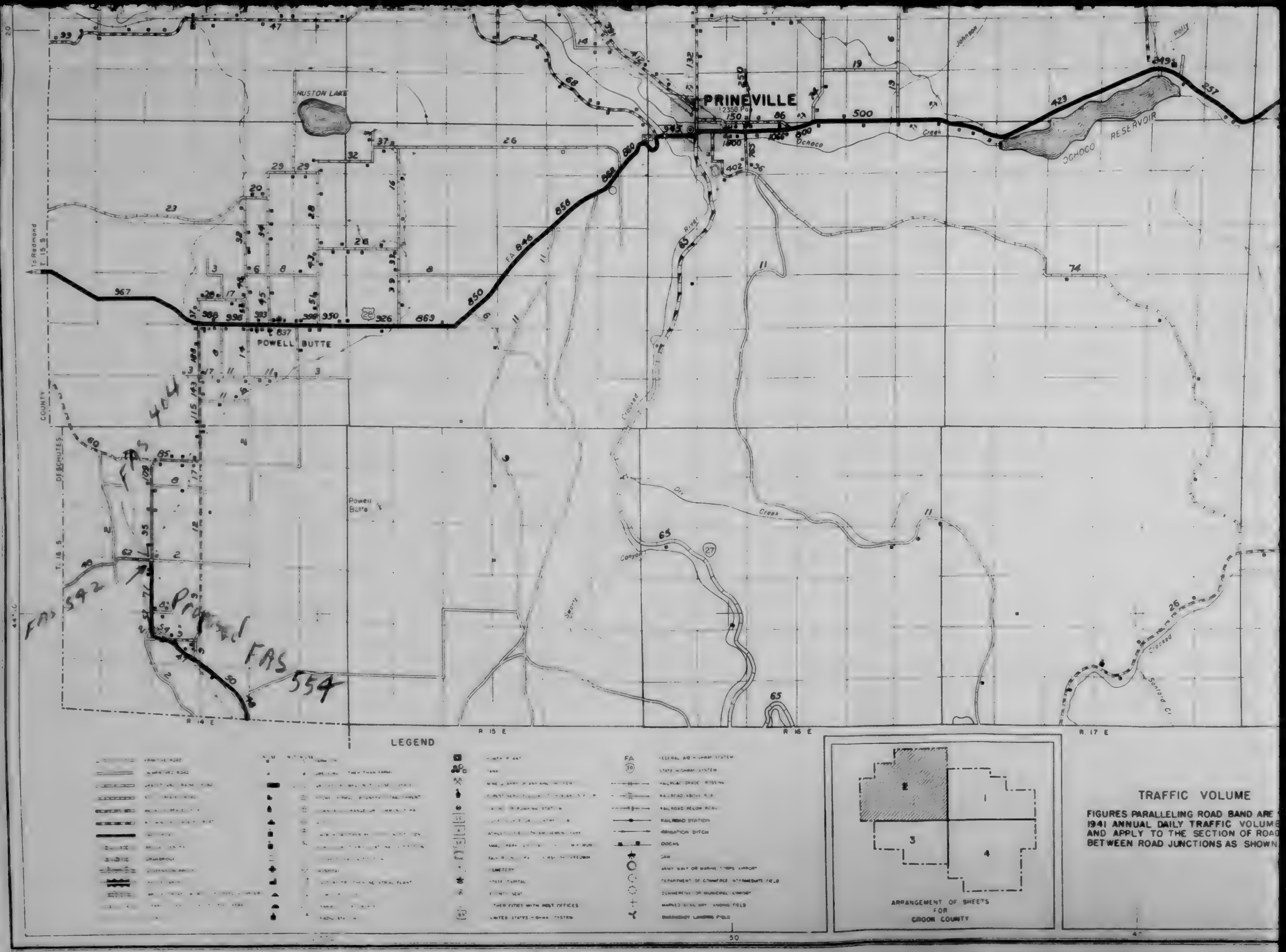
ARRANGEMENT OF SHEETS
FOR
CROOK COUNTY

TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.

S.T. No. 62

SHEET 2 OF 4



TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE
1941 ANNUAL DAILY TRAFFIC VOLUME
AND APPLY TO THE SECTION OF ROAD
BETWEEN ROAD JUNCTIONS AS SHOWN.

S-137(1) Linn County Line-Coburg Sec. 1953
of the Eugene-Harrisburg Co.
031 Road North from Coburg.

Form A-150 10M 3-54

RECEIVED
MAR 30 1955
EN
ROADS

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. 38473

Date March 28, 1955

Your Req. No.

Billing Request No. CC-146

Credit distribution: 520-1002-97

Lane County
Eugene, Oregon

Attn: Board of County Commissioners

NOTED

Final billing Lane County Line-Coburg County FAS project. Covered by agreement dated September, 1953.

Original advance deposit	23,900.00	
Less: Amount previously transferred	20,000.00	
Balance advance deposit		3,900.00
County share of costs as per attached list	23,820.53	
Less: Amount previously transferred	20,000.00	
Balance due		3,820.53
To be refunded		$ 79.47

ACKNOWLEDGE ... BILLING REQUEST

By

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

NOTED
Harold C. [illegible]

March 28, 1955

NOTED
J. W. CATTRALL

Lane County Board of Commissioners
Court House
Eugene, Oregon

NOTED
V. R. JONES

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs on the Linn County Line-Coburg section of FAS 210 are now available and it has been determined that the agreed county share of these costs is $23,820.53 as shown in the attached cost statement. As the county initially deposited $23,900 a refund of $79.47 will be made within the next two weeks. This refund will be by means of a check from our accounting division.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT
STATEMENT OF FINAL COSTS
LINN COUNTY LINE-COBURG SECTION, FAS 210
CONTRACT NO. 4031
LANE COUNTY

March 25, 1955

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Quantity	Total Cost
1. Clearing & grubbing	all	$1,500.00	100%	$ 1,500.00
2. Struc. excavation	c.y.	3.00	216.4	649.20
3. Special borrow excav., unclass.	c.y.	.25	15,605.6	3,901.40
4. General excav., unclass.	c.y.	.50	4,295.2	2,147.60
5. Short overhaul	yd. sta.	.02	9,781.2	195.62
6. Long "	C-yd. sta.	.50	449.1	224.55
7. Truck haul on special borrow	yd. mi.	.25	23,463	5,865.75
8. Finish R/B & slopes	mile	350.00	5.54	1,939.00
9. 12" concrete pipe	l.f.	1.65	1,098	1,811.70
10. 18" " "	l.f.	3.33	162	539.46
11. 30" " "	l.f.	6.00	96	576.00
12. 18" corr. metal pipe	l.f.	4.00	12	48.00
13. 30" " " "	l.f.	6.50	22	143.00
14. 48" " " "	l.f.	15.50	40	620.00
15. 72" " " "	l.f.	50.00	20	1,000.00
16. Selected R/B topping	c.y.	.25	39,289	9,822.25
17. Hauling R/B topping	yd. mi.	.25	65,015	16,253.75
18. 3/4"-0 mat'l in level crs. & shldrs.	c.y.	3.50	7,249	25,371.50
19. Sprinkling	M/gal.	3.00	953	2,859.00
20. 3/4"-0 mat'l in binder crs.	c.y.	3.70	670	2,479.00
21. RC-3 asphalt in binder crs.	ton	40.00	91.008	3,640.32
22. Aggregate in oil mat wearing surface	c.y.	3.70	3,774.5	13,965.65
23. 150-200 asph. in oil mat wearing surface	ton	36.00	273.634	9,850.82
24. RS-1 asph. in oil mat wearing surface	ton	39.00	59.425	2,317.58
PA #1 Extend 36" corr. metal pipe	l.f.	12.00	36	432.00
PA #2 Clear & strip Flanagan pit	all	1,000.00	100%	1,000.00
			Subtotal.....	$109,153.15
		Construction Engineering.....		$ 10,887.90
		TOTAL CONSTRUCTION COSTS.....		$120,041.05

Federal Funds Collected for Project..... $ 72,400.00

AGREED COUNTY SHARE OF TOTAL COST

50% of difference between total costs and federal funds:
($120,041.05 - $72,400.00) X 1/2 = $23,820.53

County Advance Deposit................	$23,900.00
Less County Share Total Costs........	23,820.53
REFUND DUE LANE COUNTY..........	$ 79.47

JFH:mm

RECEIVED
JAN 20 1955
FOR FILING

S-137(1)
4031

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 12, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4031	7-Final	Harbert Brothers	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
241	D-112018	$ 3,281.57	1/12/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Sept.30, 1954

Time Extensions: None

Completion Date: Aug. 24, 1954

Date Accepted: Sept. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 13, 1955

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: Ruth Rawlings

RECEIVED
JAN 3 - 1955
FOR FILING

[illegible] - 124 (1)
4031

December 31, 1954

REGISTERED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4031 for work performed on the Linn County Line-Coburg Section of the Eugene-Harrisburg Road in Lane County was completed by the contractor, Harbert Bros., on August 24 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $3,281.57 will be released to the contractor on or after January 10, 1955. The total contract amount is $109,153.15 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

TED ON CARD
gl

RECEIVED
SEP 20 1954
FOR FILING

September 17, 1954

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Harbert Bros. a portion of the funds heretofore retained by the Commission on contract No. 4031, covering the Linn County Line-Coburg Section of the Eugene-Harrisburg Road in Lane County.

This payment, in the amount of $11,139.57, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,274.38. The present payment will be released on or after September 27, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

NOTED ON CARD

9-17-54

NOTED
V. R. JONES

September 8, 1954

NOTED
Harold C. Ayers

Lane County Board of Commissioners
Court House
Eugene, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

This is to advise you that work on Contract No. 4031, Linn County Line-Coburg Section of the Harrisburg-Junction City Road, FAS 210, in Lane County was completed on August 24th, 1954.

Under the terms of the maintenance agreement signed by the Board of Commissioners on September 12, 1953, and by the Highway Commission on September 2[illegible], 1953, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
SEP 1 - 1954
FOR FILING

August 31, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 24, 1954 on Contract No. 4031, Linn County Line-Coburg Section, in Lane County, in connection with Federal Aid Project No. S-137 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

EBF:dw

cc: John Cattrall

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 28, 1954

Section Linn Co. Line-Coburg

Kind of work Grading & Oil Mat Suffacing

Highway Eugene-Harrisburg County Road

Section prefix 520-1082

Contractor Harbert Brothers

Contract number 4061

Date of contract Oct. 1, 1953

Date of completion Sept. 30, 1954

Date work started Oct. 2, 1953

Estimated date of completion August 24, 1954

Amount of contract $110,952.46

Per cent of time elapsed 331/364 91 %

Estimated cost of completed project, exclusive of engineering $108,386.60

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $8,510.99, 105 %

Date project was completed August 24, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Subcontractor finished placing 3/4-0 material on shoulders which completes this project.

NOTED
OSCAR [illegible]

One inspector two days.

This is the final weekly report on this project.

NOTED
B. A. MARTIN

RECEIVED
AUG 30 1954
OFFICE OF
CONSTRUCTION ENGINEER

Signed H. E. Mayfield

Address Rm. 4, 506½ Main St., Springfield, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.54			5.54	
Miles partially completed					
Miles completed	5.54			5.54	
Total estimated quantities	20,700	33,500	7,400	4,060	396 T.
Estimated quantities moved or placed to date	19,097	39,239	7,409	4,443	428 T.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		7			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3						3
Men and teams							
Men and trucks under 3 tons	2						2
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

State Printing

FAS [illegible] County [illegible] Contract No. ________

Section ________________________________

Location ________________________________

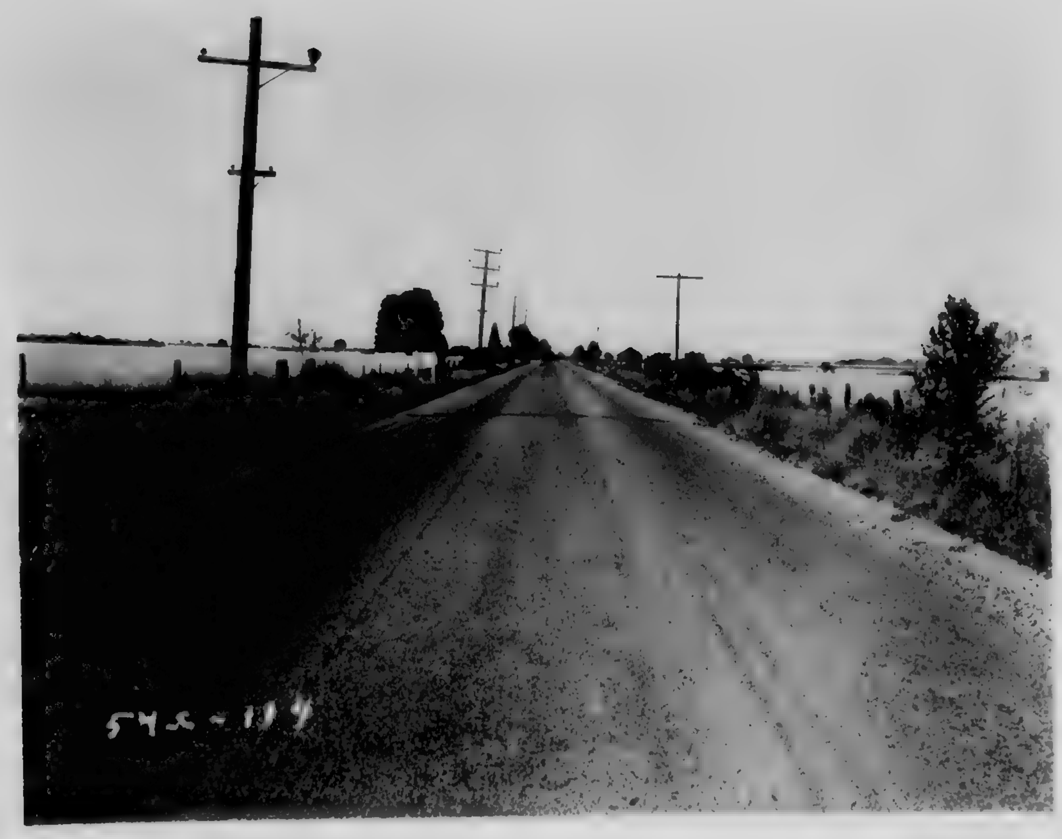
____

545-114

FAS [illegible] County L[illegible] Contract No.

Section

Location [illegible]



Form PR 2 (Revised 1950)

1167

State Oregon

Federal Aid Secondary

Project No. S-137(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of April, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 24th day of June, 1953, a program, which was approved on the 17th day of July, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 9th day of September, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of seventy-two thousand, four hundred and 00/100 dollars ($72,400.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Lane County with the Highway Department.

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 in the SE 1/4, Section 29, T. 16 S., R. 3 W., W.M., and survey station 292+32 at the north line of Section 12, T. 16 S., R. 4 W., the Linn County Line, without exception, ..., length 5.540 miles, in Lane County, being Oregon Federal Aid / Secondary project No. S-137(1), consisting of 5.540 miles of roadway and no bridges~~[illegible]~~ of more than 20 feet clear span, ... ~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seventy-two thousand, four hundred and 00/100 dollars ($72,400.00), which does not exceed the authorized Federal pro rata share of one hundred sixteen thousand, seven hundred ninety-two and 06/100 dollars ($116,792.06), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Bureau of Public Roads.

APR 7 1954

DEC 23

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

[illegible]

[illegible] County

NATURE OF WORK:

[illegible]

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4031 Harbert Bros., 10-1-53

DATE OF COMPLETION:

9-30-54

REMARKS:

November 24, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as a basis for project agreement for the Linn County Line-Coburg Section, Project No. S-137 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWN:tp

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-137 (1)

LINN COUNTY LINE-COBURG SECTION
OF THE EUGENE-HARRISBURG ROAD IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 29, 1953

Type Code 5231
Roadway (Sta. 0+00 to Sta. 292+32)(Contract No. 4031)

All Required		Clearing and Grubbing		$ 1,500.00
190	cu. yds.	Structural Excavation, Unclassified	$ 3.00	570.00
16,400	cu. yds.	Special Borrow Excavation, Unclassified	0.25	4,100.00
4,300	cu. yds.	General Excavation, Unclassified	0.50	2,150.00
4,500	yd. sta.	Short Overhaul	0.02	90.00
26	C-yd. sta.	Long Overhaul	0.50	13.00
28,000	yd. mi.	Truck Haul on Special Borrow	0.25	7,000.00
5.54	miles	Finishing Roadbed and Slopes	350.00	1,939.00
1,030	lin. ft.	12-inch Concrete Pipe	1.65	1,699.50
70	lin. ft.	18-inch Concrete Pipe	3.33	233.10
90	lin. ft.	30-inch Concrete Pipe	6.00	540.00
80	lin. ft.	18-inch Corrugated Metal Pipe	4.00	320.00
24	lin. ft.	30-inch Corrugated Metal Pipe	6.50	156.00
70	lin. ft.	48-inch Corrugated Metal Pipe	15.50	1,085.00
16	lin. ft.	72-inch Corrugated Metal Pipe	50.00	800.00
33,500	cu. yds.	Selected Roadbed Topping	0.25	8,375.00
67,000	yd. mi.	Hauling Roadbed Topping	0.25	16,750.00
7,400	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	3.50	25,900.00
1,040	M-gal.	Sprinkling	3.00	3,120.00
700	cu. yds.	3/4" - 0 Material in Binder Course	3.70	2,590.00
120	tons	RC-3 Asphalt in Binder Course	40.00	4,800.00
3,340	cu. yds.	Aggregate in Oil Mat Wearing Surface	3.70	12,358.00
200	tons	150-200 Asphalt in Oil Mat Wearing Surface	36.00	7,200.00
74	tons	RS-1 Asphalt in Oil Mat Wearing Surface	39.00	2,886.00
			Subtotal	$106,174.60
			10% Engr. & Cont.	10,617.46
			Total	$116,792.06

Length of Roadway	5.540 miles
Cost of Roadway per mile	$21,081.59

Federal Funds- -	$ 72,400.00
State Funds- -	22,196.03
County Funds -	22,196.03
	$116,792.06

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

Funds for Maintenance: Chap. 529, laws 1939

Note: Cash has been deposited by Lane County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-137 (1)

LINN COUNTY LINE-COBURG SECTION

OF THE EUGENE-HARRISBURG ROAD IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 1, 1953

3231

Type Code 5231
Roadway (Sta. 0+00 to Sta. 292+32)

All Required		Clearing and Grubbing		$ 4,500.00
190	cu. yds.	Structural Excavation, Unclassified	$ 3.00	570.00
16,400	cu. yds.	Special Borrow Excavation, Unclassified	0.40	6,560.00
4,300	cu. yds.	General Excavation, Unclassified	0.75	3,225.00
4,500	yd. stas.	Short Overhaul	0.03	135.00
26	C-yd. stas.	Long Overhaul	0.50	13.00
28,000	yd. mi.	Truck Haul on Special Borrow	0.18	5,040.00
5.54	mile	Finishing Roadbed and Slopes	500.00	2,770.00
1,030	lin. ft.	12-inch Concrete Pipe	2.00	2,060.00
70	lin. ft.	18-inch Concrete Pipe	3.50	245.00
90	lin. ft.	36-inch Concrete Pipe	7.50	675.00
80	lin. ft.	18-inch Corrugated Metal Pipe	4.50	360.00
24	lin. ft.	30-inch Corrugated Metal Pipe	11.00	264.00
70	lin. ft.	48-inch Corrugated Metal Pipe	20.00	1,400.00
16	lin. ft.	72-inch Corrugated Metal Pipe	45.00	720.00
33,500	cu. yds.	Selected Roadbed Topping	0.50	16,750.00
67,000	yd. mi.	Hauling Roadbed Topping	0.18	12,060.00
7,400	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.75	20,350.00
1,040	M-gal.	Sprinkling	2.50	2,600.00
700	cu. yds.	3/4" - 0 Material in Binder Course	3.75	2,625.00
120	tons	RC-3 Asphalt in Binder Course	42.00	5,040.00
3,340	cu. yds.	Aggregate in Oil Mat Wearing Surface	4.00	13,360.00
200	tons	150-200 Asphalt in Oil Mat Wearing Surface	40.00	8,000.00
74	tons	RS-1 Asphalt in Oil Mat Wearing Surface	42.00	3,108.00
			Subtotal	$112,430.00
			10% Engr. & Cont.	11,243.00
			Total	$123,673.00

Length of Roadway 5.540 miles
Cost of Roadway per Mile $22,323.64

Federal Funds- -	$ 74,400.00
State Funds- -	24,636.50
County Funds -	24,636.50
	$123,673.00

RECEIVED
FOR FILING

FORM E-30 25M 9-51 52318

4031

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1953

SUBJECT:

To:
Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Harbert Brothers and Harrisburg Sand & Gravel Company covering Items 20 to 24 inclusive, on the Linn County Line-Coburg Contract No. 4031, Oregon S-137(1), is approved and you may so inform the interested parties.

Three copies of the subcontract are returned herewith.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Incls.

cc W. C. Williams
C. G. Polk (2)

RECEIVED
NOV 6 1953
FOR FILING

November 3, 1953

Harbert Bros.
Estacada, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4031, which was awarded to you on October 1, 1953 by the State Highway Commission, covering the Linn County Line-Coburg Section of the Eugene-Harrisburg Road in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 21 1953
FOR FILING

October 16, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 5, 1953 on Contract No. 4031, Linn County Line Coburg in Lane County, in connection with Federal Aid Project No. S-137 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:eg

RECEIVED
OCT 21 1953
FOR FILING

October 16, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 5, 1953 on Contract No. 4031, Linn County Line Coburg in Lane County, in connection with Federal Aid Project No. S-137 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:eg

Form A-150 10M 12-52

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. F. HAGEMANN

J. W. CATTRALL

Invoice No. [illegible]

Date Oct. 8, 1953

Your Req. No.

Billing Request No. CC 66

Credit distribution: 520-1082-297

Lane County Court

Eugene, Oregon

Attn: Board of County Commissioners

Linn County Line-Coburg County FAS project in Lane County covered by agreement dated September, 1953.
Partial transfer of county's share of total cost.
The total advance deposit is $23,900 of which $3,900 is to remain in the advance deposit fund.

	Advance Deposit	23,900.00
		20,000.00
See above	To be retained	$ 3,900.00

RECEIVED
OCT 9 - 1953
ENGINEER

G. R. Winchcomb

---

opy of the contract and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Encl.

[illegible]
Harold C. Ayers

October 5, 1953

NOTED
J. W. CATTRALL

Mr. Kenneth Nielsen, Chairman
Lane County Board of County Commissioners
Court House
Eugene, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of Lane County's advance deposit of $23,900 in connection with the Linn County Line-Coburg section of the Eugene-Harrisburg Road in Lane County.

The Highway Commission on October 1, 1953, awarded Contract No. 4031 to Harbert Bros. for grading and oil mat surfacing on the above section. The work to be done under this contract is to be completed not later than September 30, 1954.

Enclosed for your information is a set of plans and a copy of the contract and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM
Encl.

RECEIVED
[illegible] 1953
FOR FILING

[illegible]
4-31

Maintenance 171
Finance 29

Salem, Oregon
October 2, 1953

Agenda Item 5-s

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached for further handling are five certified copies of a maintenance agreement and one conformed copy of a finance agreement with Lane County covering the Linn County Line-Coburg Section of the Coburg-Harrisburg County Road, FAS 210, in Lane County.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Lane County.

Yours very truly,

Secretary

rn
Attach: 6

REFERRED TO
BY SECRETARY

RECEIVED
FOR FILING

[illegible]

[illegible]

Maintenance 171
Finance 29

Salem, Oregon
October 2, 1953

Agenda Item 5-s

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached for further handling are five certified copies of a maintenance agreement and one conformed copy of a finance agreement with Lane County covering the Linn County Line-Coburg Section of the Coburg-Harrisburg County Road, FAS 210, in Lane County.

The original of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Lane County.

Yours very truly,

Secretary

rn
Attach: 6

REFERRED TO
BY SECRETARY

5a

FORM E-30 25M 9-51 88019

AGENDA
SEP 24 1953

5a

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1953

SUBJECT:

REFERRED TO
Glaisyer
By Asst. Chief Engineer

To: Mr. W. C. Williams
OFFICE

Attached are seven copies of a maintenance agreement in connection with the Linn County Line-Coburg Section of the Coburg-Harrisburg County Road, FAS 210, in Lane County.

After signature by the Highway Commission, please return five either fully executed or certified true copies for transmittal to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

RECEIVED
SEP 21 1953
OFFICE OF
STATE HIGHWAY ENGINEER

2 agreements
1 copies to [illegible]

M

FORM E-30 25M 9-51 52916

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1953

AGENDA
4

5 a

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
By Asst. Chief Engineer

Attached are three copies of a finance agreement in connection with the Linn County Line-Coburg Section of the Coburg-Harrisburg County Road, FAS 210, in Lane County.

Two copies have been signed by the Lane County Board of Commissioners and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

RECEIVED
SEP 21 1953
OFFICE OF
STATE HIGHWAY ENGINEER

2 copies to be signed

M

RECEIVED
FOR FILING

October 2, 1953

County Court of Lane County
Court House
Eugene, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Lane County one fully executed copy each of a maintenance agreement and finance agreement between the State Highway Commission and Lane County covering the Linn County Line-Coburg section of the Coburg-Harrisburg County Road, FAS 210, Lane County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

5

RECEIVED
FOR FILING

4031

AGENDA
OCT 29 1953

October 1, 1953

Harbert Bros.
Estacada, Oregon

Gentlemen:

The State Highway Commission on September 24th accepted your proposal for grading and oiling on the Linn County Line-Coburg Section of the Eugene-Harrisburg County Road in Lane County for the sum of $106,174.60 and referred it to the State Highway Engineer with authority to award the contract to you as soon as concurrence is received from the Bureau of Public Roads and Lane County, and the County has deposited with the Commission the sum of $23,900. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4031.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - W. M. Fransen
H. C. Smith
S. M. Probert
Goldie Lewis

EK

5

RECEIVED
1953
FOR FILING

AGENDA
OCT 2 9 1953

[illegible]

4031

October 1, 1953

Harbert Bros.
Estacada, Oregon

Gentlemen:

The State Highway Commission on September 24th accepted your proposal for grading and oiling on the Linn County Line-Coburg Section of the Eugene-Harrisburg County Road in Lane County for the sum of $106,174.60 and referred it to the State Highway Engineer with authority to award the contract to you as soon as concurrence is received from the Bureau of Public Roads and Lane County, and the County has deposited with the Commission the sum of $23,900. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4031.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - W. H. Franzen
H. C. Smith
S. M. Probert
Goldie Lewis

EK.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		LETTER TELEGRAM	
VICTORY LETTER		SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 1, 1953
4:05 p.m.

Harbert Bros.
Estacada, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Linn County Line-Coburg Section of Eugene-Harrisburg County Road in Lane County for which you submitted low bid on September 24. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

By A. F. Bester
A. F. BESTER
Highway Engineer

REFERRED TO
Probert
[illegible] State Highway Engineer

RECEIVED
[illegible] 1953
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED FOR FILING

OREGON DISTRICT

4031

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 1, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-137(1), Linn County Line-Coburg Section of the Eugene-Harrisburg Road, we hereby concur as of this date in award of contract to Harbert Brothers of Estacada, Oregon, low bidder in the amount of $106,174.60 at the September 24, 1953 bid opening.

Very truly yours,

C. G. POLK
District Engineer

By A. F. Bester
A. F. BESTER
Highway Engineer

REFERRED TO
Probert
State Highway Engineer

RECEIVED
1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1953
FOR FILING

October 1, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and oiling work on the Linn County Line-Coburg Section of the Eugene-Harrisburg County Road in Lane County, Project S-137 (1), to Harbert Bros. of Estacada, Oregon, on the basis of the bid of $106,174.60 submitted on September 24, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
SEP [illegible] 1953
FOR FILING

September 28, 1953

Harbert Brothers
Estacada, Oregon

Gentlemen:

The State Highway Commission on September 24, 1953 accepted your bid in the amount of $106,174.60 for construction of 5.54 miles of grading and oiling on the Linn County Line-Coburg section of the Eugene-Harrisburg County Road north from Coburg in Lane County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrenct has been received from the U. S. Bureau of Public Roads and Lane County and the sum of $23,900.00 is deposited by the County.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franswa, SIAC

LANE COUNTY

EUGENE, OREGON

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN, COMMISSIONER
ROBERT D. MACLAY, COMMISSIONER
RALPH PETERSEN, COMMISSIONER

HARRY L. CHASE, CLERK
EDWARD W. ELDER, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. A. STOCK, ASSESSOR
GLADYS McBAIN, CHIEF TAX DEPUTY

GRACE SCHISKA, TREASURER
P. M. MORSE, SURVEYOR
OSCAR NORBERG, ENGINEER
LUCILLE L. KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

September 26, 1953

RECEIVED
[illegible] 1953

State Highway Commission
Salem, Oregon

Attention: John W. Cattrall

We are in receipt of your letter dated September 25. We have prepared a claim for $23,900.00 as requested and the check made out to the State Highway Commission will be forwarded to you in a few days. Your service in this connection is appreciated.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
By

Kenneth Nielsen
County Commissioner

Robert D. Maclay
County Commissioner

County Commissioner

NOTED
J. F. HAGEMANN

RDM:rw

NOTED
J. W. CATTRALL

September 25, 1953

NOTED
Harold C. Ayers

Board of County Commissioners
Lane County Courthouse
Eugene, Oregon

NOTED
J. F. HAG[illegible]NN

Gentlemen:

On September 24th the State Highway Commission received a satisfactory bid from Harbert Brothers of Estacada for construction of the Linn County Line-Coburg Section of FAS 210. As per the agreement between the State and County, an advance deposit of 20% of the estimated cost based on the low bid is required from the county prior to award of the contract. The amount of this deposit is as follows:

Bid Items	$106,174.60
12-1/2% Engineering & Contingencies	13,271.83
Estimated Total Cost	$119,446.43
Advance Deposit of 20%	$23,900.00

Please make this deposit by means of a warrant or check in the amount of $23,900 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit the contract will be awarded.

Based on the above bid, it is estimated that Lane County will now have FAS funds totalling $174,000 (including federal, state, and county funds) available for future programming.

Very truly yours,

R. H. Baldock
Chief Engineer

By

John W. Cattrall
Engineer, County & City Relations

cc: Oscar Norberg
County Engineer

September 21, 1953

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Mr. Oscar Norberg
County Engineer, Lane County
Eugene, Oregon

TED
HAGEMANN

Dear Sir:

This is to acknowledge receipt of two copies of a finance agreement, seven copies of a maintenance agreement, six copies of an encroachment resolution, and copies of right of way options in connection with the Linn County Line-Coburg Section project in Lane County.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:MM

Salem, Oregon
September 18, 1953

NOTED
J. W. CATTRALL

Mr. Earl Saling
Right of way Division

Attached are options for right of way acquired by Lane County for the Linn County Line-Coburg Section project.

21044	Leonard Leroy Andrews
21045	Cora D. Rice
21046	Jim Green
21047	Mary A. Howard
21048	Elvin V. Taylor
21049	Walter C. Chase
21050	James A. Flanigan
21051	Asa W. Taylor
21052	George M. Siefert
21053	Julia A. Detering
21054	J. A. Malpass

This clears the right of way for this project.

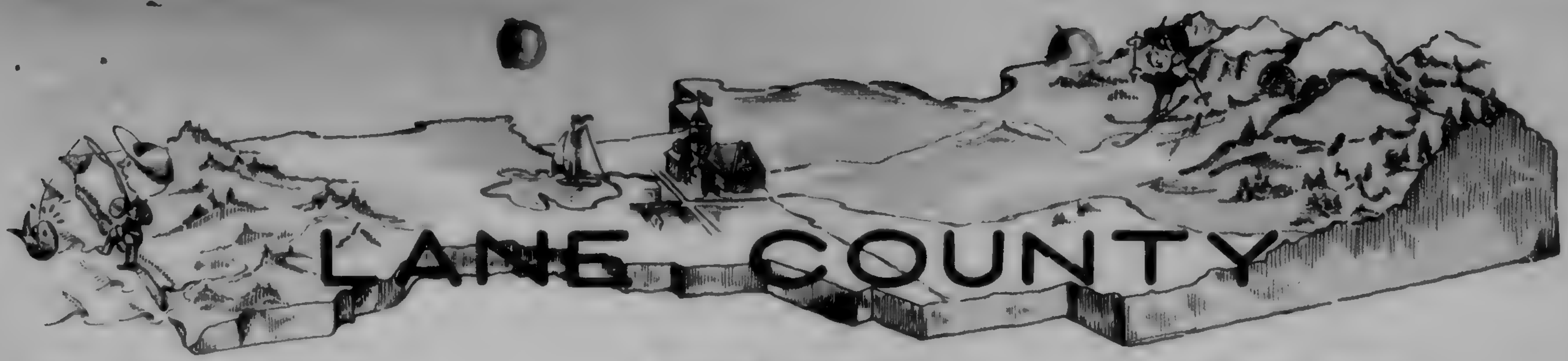
John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:MM
Att.

F.a.s. 210



LANE COUNTY

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN, COMMISSIONER
ROBERT D. MACLAY, COMMISSIONER
RALPH PETERSEN, COMMISSIONER

HARRY L. CHASE, CLERK
EDWARD W. ELDER, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. A. STOCK, ASSESSOR
GLADYS McBAIN, CHIEF TAX DEPUTY

EUGENE, OREGON

GRACE SCHISKA, TREASURER
P. M. MORSE, SURVEYOR
OSCAR NORBERG, ENGINEER
LUCILLE L. KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

September 16, 1953

Mr. John W. Cattrall
Engineer, County and City Relations
State Highway Department
Salem, Oregon

OPTIONS
Re: Linn Co. Line- Coburg Section
of Coburg-Harrisburg County Road.

Dear Sir:

Herewith we are sending you one signed copy of the options which you mailed us on August 28th as requested in the letter of that date.

We are retaining a copy for our files and sending two copies to your division office at Roseburg. You will note that the option for the Green property has been changed to include the severed corner to comply with the wishes of Mr. Green.

Yours truly,

Oscar Norberg

Oscar Norberg
Co. Engineer

September 16, 1953

Mr. Oscar Norberg
County Engineer
Lane County Court House
Eugene, Oregon

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of two copies of a finance agreement, seven copies of a maintenance agreement, and seven copies of an encroachment resolution covering the Linn County Line-Coburg Section, FAS 210, project.

We find that the County Clerk has not affixed the official county seal to the above mentioned agreements. Would you please have this done and return all copies except the original copy of the resolution which is for the County's records.

It would be appreciated if we could have all copies returned not later than September 23rd.

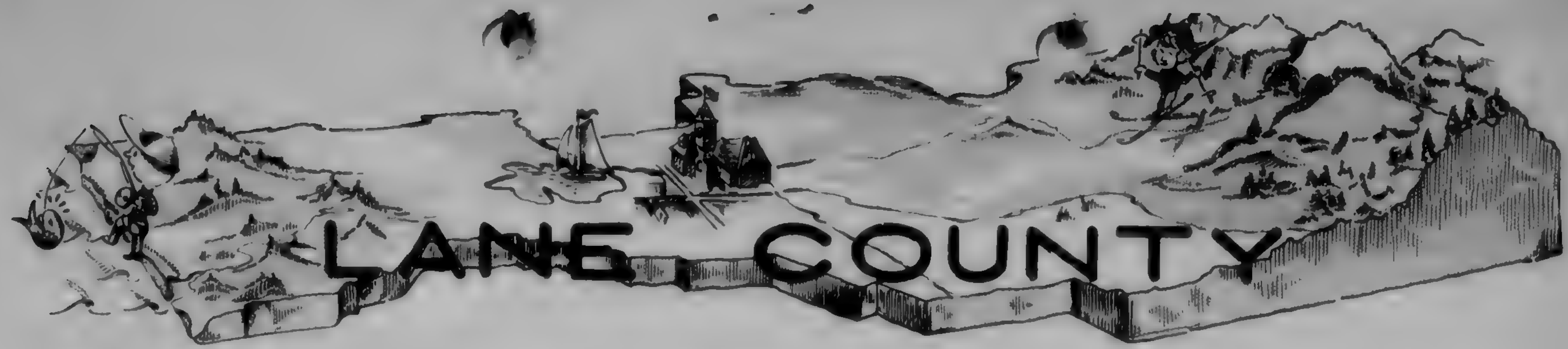
Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:MM
Encl.



LANE COUNTY

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN, COMMISSIONER
ROBERT D. MACLAY, COMMISSIONER
RALPH PETERSEN, COMMISSIONER

HARRY L. CHASE, CLERK
EDWARD W. ELDER, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. A. STOCK, ASSESSOR
GLADYS McBAIN, CHIEF TAX DEPUTY

EUGENE, OREGON

GRACE SCHISKA, TREASURER
P. M. MORSE, SURVEYOR
OSCAR NORBERG, ENGINEER
LUCILLE L. KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

September 10, 1953

Mr. John W. Cattrall
Engineer, County and City Relations
State Highway Department
Salem, Oregon

Re: Transmittal Agreements
Eugene-Harrisburg County Road

Dear Sir:

We are returning herewith the agreements on the Linn County Line-Coburg Federal Aid Secondary project. The agreements have been signed by us, and include two copies of an agreement covering finances, seven copies of a maintenance agreement, and seven copies of an encroachment resolution.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

By

Kenneth Nielsen
County Commissioner

Robt D. Maclay
County Commissioner

Ralph Petersen
County Commissioner

RECEIVED

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

File ✓

OREGON DISTRICT
S-137(1)

September 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. & E. documents for Oregon Project S-137(1), Linn County Line-Coburg Section of the Eugene-Harrisburg Road.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

Please furnish the usual copies of county encroachment and maintenance resolution prior to submission of the agreement estimate.

Very truly yours,

C. G. Polk
C. G. Polk
District Engineer

NOTED
W. C. WILLIAMS

August 28, 1953

NOTED
J. W. CATTRALL

Mr. Oscar Norberg
Lane County Engineer
Eugene, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed are option forms in quadruplicate for right of way to be acquired by Lane County in connection with the Lane County Line-Coburg Section of the Eugene-Harrisburg County Road, FAS 210. In order that there will be no delay in the award of a contract all right of way should be acquired and one signed copy of each option returned to this office prior to September 18th.

Under separate cover we are forwarding two prints of a map on which the locations of the parcels of land are shown.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:[illegible]
Encl.

cc: Lane County Court

August 28, 1953

NOTED
J. W. CATTRALL

Mr. Oscar Norberg
Lane County Engineer
Eugene, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed are option forms in quadruplicate for right of way to be acquired by Lane County in connection with the Lane County Line-Coburg Section of the Eugene-Harrisburg County Road, FAS 210. In order that there will be no delay in the award of a contract all right of way should be acquired and one signed copy of each option returned to this office prior to September 18th.

Under seperate cover we are forwarding two prints of a map on which the locations of the parcels of land are shown.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

cc: Lane County Court

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1953

SUBJECT:
Linn County Line-Coburg Section
Coburg-Harrisburg County Road
County Road No. 101
Lane County

To:
John W. Cattrall
County & City Relations Engr.
Office

Dear Mr. Cattrall:

Herewith are option forms in quadruplicate for right of way to be acquired by Lane County for the Linn County line to Coburg Section of the Coburg-Harrisburg County Road, which is County Road number 101. This project is scheduled for letting in September 1953.

Attached are two prints of 7B-22-20, on which we have stamped our date of August 26, 1953.

File No.	Name	Area
21044	Leonard LeRoy Andrews	0.01 acre
21045	Cora D. Rice	0.06 acre
21046	Jim Green	0.61 acre
21047	Mary A. Howard	0.59 acre
21048	Elvin V. Taylor	0.52 acre
21049	Walter C. Chase	0.03 acre
21050	James A. Flanigan	0.30 acre
21051	Asa W. Tyler	0.01 acre
21052	George M. Seifert	0.03 acre
21053	Julia A. Detering	0.02 acre
21054	J. A. Malpass	0.02 acre

Very truly yours,

I. L. Duckett

I. L. Duckett
Assistant Right of Way
Office Manager

AE:ia

Encls.

cc - Don Merlin, w/copy map

cc - R. L. Porter

RECEIVED
[illegible] 1953
ENGINEER

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1953

SUBJECT:
Linn County Line-Coburg Section
Coburg-Harrisburg County Road
County Road No. 101
Lane County

To:
John W. Cattrall
County & City Relations Engr.
Office

Dear Mr. Cattrall:

Herewith are option forms in quadruplicate for right of way to be acquired by Lane County for the Linn County line to Coburg Section of the Coburg-Harrisburg County Road, which is County Road number 101. This project is scheduled for letting in September 1953.

Attached are two prints of 7B-22-20, on which we have stamped our date of August 26, 1953.

File No.	Name	Area
21044 ✓	Leonard LeRoy Andrews	0.01 acre
21045 ✓	Cora D. Rice	0.06 acre
21046 ✓	Jim Green	0.61 acre
21047 ✓	Mary A. Howard	0.59 acre
21048 ✓	Elvin V. Taylor	0.52 acre
21049 ✓	Walter C. Chase	0.03 acre
21050 ✓	James A. Flanigan	0.30 acre
21051 ✓	Asa W. Tyler	0.01 acre
21052 ✓	George M. Seifert	0.03 acre
21053 ✓	Julia A. Detering	0.02 acre
21054 ✓	J. A. Malpass	0.02 acre

Very truly yours,

I. L. Duckett

I. L. Duckett
Assistant Right of Way
Office Manager

AE:ia

Encls.

cc - Don Merlin, w/copy map

cc - R. L. Porter

RECEIVED
1953
ENGINEER

file

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Linn County Line-Coburg   Highway: County Road

County: Lane   Prefix: 520-1462-900   Res. Engr: H. E. Mayfield

Length of Project: 5.55 Mi.   Stations: 0+00 to 292+32.0

The recommended total thickness of base course plus an oil mat wearing surface is a minimum of 12¼ inches.

Design data is attached.

Submitted by ____________
Soils Engineer

Recommended by ____________
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by ____________
Ass't. State Hwy. Engr.

cc Ass't. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer (Tom Edwards)
Resident Engineer (H. E. Mayfield)
Office Engineer
Soils Engineer

8/24/53

-1
4-21

HIGHWAY DEPARTMENT
TION DIVISION

Soils Section
Subbase & Base Design

County Line-Coburg Highway: County Road

Prefix: 520-1462-900 Res. Engr: H. E. Mayfield

5.55 Mi. Stations: 0+00 to 292+32.0

total thickness of base course plus an oil mat

imum of 12¼ inches.

tached.

Submitted by
Soils Engineer

Recommended by
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by
Ass't. State Hwy. Engr.

Ass't. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer (Tom Edwards)
Resident Engineer (H. E. Mayfield)
Office Engineer
Soils Engineer

8/24/53

file

4[illegible]1

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Linn County Line-Coburg

Highway: County Road

County: Lane

Prefix: 520-1462-900

Res. Engr: H. E. Mayfield

Length of Project: 5.55 Mi.

Stations: 0+00 to 292+32.0

The recommended total thickness of base course plus an oil mat wearing surface is a minimum of 12¼ inches.

Design data is attached.

Submitted by W C Hill
Soils Engineer

Recommended by
Construction Engineer

Recommended by G W Harra
Engineer of Materials

Approved by
Ass't. State Hwy. Engr.

cc Ass't. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer (Tom Edwards)
Resident Engineer (H. E. Mayfield)
Office Engineer
Soils Engineer

8/24/53

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Linn County Line-Coburg

Highway: County Road

County: Lane **Prefix:** 520-1462-900

Res. Engr: H. E. Mayfield

Length of Project: 5.55 Miles

Stations: 0+00 to 292+32.0

Location		Soil Characteristics					Required Thickness
Station	Depth	% Pass 200	LL	PI	R Value	% Silt	Traffic Medium
18+90, ℄	8'-24'	68.8	25	8	11	43.1	15"
48+00, ℄	12'-24'	56.8	32	8	20	30.5	13"
77+15, ℄	5'-24'	53.0	31	11	18	32.1	13½"
134+84, ℄	10'-18'	25.9	20	4	27	15.5	8½"
180+30, ℄	10'-28'	65.4	28	11	14	33.7	14½"
275+00, ℄	6'-16'	55.4	23	6	11	32.4	14½"
291+80, 1'Rt.	3'-18'	75.1	27	8	9	37.7	15½"

8/24/53

NOTED
J. W. CATTRALL

Salem, Oregon
August 4, 1953

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

The enclosed field data for the Coburg-Linn County Line Section of FAS 210 in Lane County has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

Due to a saving of $5,000 in the contract authorization of the Springfield Section as against $40,000 programmed, there is now available a total of $129,000 for use in the construction of the Coburg-Linn County Line project. The field estimate of $124,250 is within this limit; however, after this estimate has been revised please advise if it exceeds $129,000.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Encl.

cc: V. G. O'Neil

FORM E-30 25M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
July 14, 1953

NOTED
J. F. HAGEMANN

SUBJECT:

To:
Mr. John W. Cattrall
County and City Relations Engineer
Office

RECEIVED
1953
ENGINEER

Dear Sir:

We are in receipt of two copies each of agreements between Lane County and Jim and Harold Green, and between Lane County and Isom and Mary Cox for obtaining gravel from their properties for use on the Coburg-Linn County Line Section of FAS 210 in Lane County.

Also received was two copies of a letter from the Corps of Engineers granting permission to cross a revetment with a haul road to the gravel pit.

One copy of these agreements are being furnished to Mr. O'Neil for his information and the other copies of the agreement are being retained in the construction office for future records.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:js
cc Virgil O'Neil

RECEIVED
1953
ENGINEER

File

NOTED
J. W. CATTRALL

MEMO: To J. W. Nash

DATE: June 3, 1953

NOTED
Harold C. Ayers

LANE COUNTY: Linn County Line-Coburg Section, 5.54 miles,
FAS Route No. 210

The existing road is a 16' to 18' oil mat with 3' to 4' dirt shoulders. Due to insufficient base the oiled surface is badly deformed and potholed with the edges also disintegrating. The road runs through flat farm land with three extreme horizontal curves.

The proposed improvement is to grade and drain, place base material, and place a 20' wide 0-11 with 3' shoulders. Two short line changes are planned which will eliminate the three extreme horizontal curves.

There is presently a bridge consisting of 3-19' P.T. spans with a clear roadway width of 17' 2" over an overflow channel approximately 1.5 miles from the south end of the project. This bridge is to be replaced by county forces with a 90" pipe prior to contracting the FAS project.

This highway serves an agricultural area made up of large diversified farms and also serves as an intercity route connecting Harrisburg, Coburg, and Eugene.

NOTE: The A.D.T. for the section being improved should be around 400. Be sure traffic department doesn't give too much weight to the count at the Coburg end.

John F. Hagemann
Asst. County-City Relations Engineer

JFH:MM

NOTED
J. F. HAGEMANN

January 30, 1953

Lane County Court

Eugene, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal years 1954 and 1955 Federal Aid Secondary funds the projects in Lane County as shown in the attached tabulation. The details set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting. Preliminary engineering will be handled by our Division Office in Roseburg and will proceed as rapidly as available engineering personnel will permit.

The 1954 projects on FAS 210 and 228 should be contracted this year. The 1955 projects on FAS 226 and 228 cannot be contracted until 1954 when fiscal year 1955 Federal Aid funds become available.

As you know, the county will be required to make an advance deposit equal to 20% of the estimated total cost, prior to award of a contract. This will be covered by an agreement at a later date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JPH:MM
Att.

NOTED
J. W. CATTRALL

FAS 210
228) — 1954

FAS 226
228) — 1955

LANE COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $164,000
1955 - $164,000

PROPOSED PROJECTS:

1954 - FAS 210 from Coburg to the Linn County Line, a distance of approximately 5.7 miles. Regrade, place base material and levelling course, binder course, and 20' wide O-11. Estimated cost based on 9"X26' pit run base and 2"X26' level course is $124,000.

FAS 228 from Mill and Q Streets easterly to the County Farm Home, a distance of approximately 2 miles. Grade widening, place additional base rock, binder course, and 22' wide O-11. Estimated cost based on 6"X28' additional pit run base and 1-1/2"X28' level course is $40,000.

1955 - FAS 226 from the State Park Boundary easterly to Canary, a distance of approximately 4.1 miles. Widen, place crushed rock surface and 20' wide O-11 at a maximum cost of $75,000 FAS funds.

FAS 228 from the McKenzie River easterly towards Marcola as far as balance of FAS funds ($89,000) will permit. Grade, base, and 20' wide O-11.

REMARKS: Lane County requested the above projects to be constructed in the priority as listed.

The proposed project on FAS 226 will require grade widening, base rock, and oiling. The county has requested that FAS funds on this road be limited to $75,000. The county will either furnish additional funds or do preliminary work with county forces to permit completion of the project. It is recommended that details of the project be worked out after a survey has been made.

The county has requested that all FAS funds remaining after completing the first three projects (estimated to be $89,000) be applied to reconstructing FAS 228 from the McKenzie River towards Marcola on an improved alinement. It is the county's intention to reconstruct the entire section between these two points, either with future FAS funds or county funds. If possible, it is suggested that the survey be made for the entire section at this time. The present road is 10.8 miles in length; however, the revised line will be somewhat shorter.

BFI-303(11) Barbur Blvd. Jct. Unit, 1953
Barbur Blvd.-White School Sec.,
#4032 W. Portland-Hubbard Hwy.

FORM E-123

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

RECEIVED
DEC 10 1957
FOR FILING

BFI-303(11)

Dec. 6, 1957

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 5, 1957, had under discussion your request for an extension of time from Aug. 31, 1954, to Nov. 30, 1955, within which to complete your contract No. 4032, for structure, grading and paving on the Barbur Blvd.-White School Section of the Portland-Salem Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
A. G. Skelton
Lowell Johnston

NOTED ON CARD

FORM E-123

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

RECEIVED
DEC 10 1957
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BPI-303(11)

Dec. 6, 1957

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland 4, Oregon

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We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
A. G. Skelton
Lowell Johnston

NOTED ON CARD

RECEIVED
DEC 5 1957
FOR FILING

[illegible]

4032

December 4, 1957

Request for extension of time
No. 9 and last
December 5 and 6 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Parker-Schram Company for an extension of time on the Barbur Boulevard Junction Unit, Contract No. 4032, from August 31, 1954, to November 30, 1955.

It was our impression that this request had been submitted previously, but a search of the records does not indicate that the extension has been approved. It is necessary that approval be granted at this time in order that the project may be closed out.

The contractor bases his request on the following grounds: Almost continuous rainy weather during the 1954 season, additional drainage required after contract was awarded, and inability to secure necessary form lumber for construction of the overpass due to a severe lumber strike. Our records substantiate these statements.

The Bureau of Public Roads will not concur in the extension, believing that the contractor could have made a greater effort and completed on time. The nonconcurrence applies only to engineering expended after the specified completion date; this amount is $2,100, of which the Bureau would normally pay $1,260.

I recommend that the extension be granted without penalty.

This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards
(Const.) hi

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57
FOR FILING

File

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 7, 1957

[illegible]			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4032	22 Final	Parker-Schram Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25210	H195890	$ 9,990.54	11-7-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chafewske
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1954

Time Extensions: Nov. 30, 1955

Completion Date: Nov. 23, 1955

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-11-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 11 1957
GKW

NOTED ON CARD

Monthly transaction number 9-81	[illegible]-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 5ECI-[illegible](11)	**MODIFICATION OF FEDERAL-AID** **PROJECT AGREEMENT**	County Multnomah Project number [illegible]FI-303(11)

RECEIVED SEP 24 1957

4022

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 19, 1954, is hereby modified as follows:

Revised estimated total cost of project $ 314,011.67

Revised Federal funds $ 194,687.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of September, 1957.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C J Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11170

Form PR 2 (Revised 1950)

[illegible]

4132

1132

State Oregon

Federal Aid Bond Issue

Project No. BFI-303(11)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of February, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 1953, a program, which was approved on the 1st day of September, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 10th day of September, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred eighty-six thousand and 00/100 dollars ($186,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of Bonds authorized by Chapter 491, Oregon
(Include date and citation of

Laws 1951, viz.:
act of legislature by which authorized)

Issue	Amount	Date of Issue	Beginning Date of Maturities
[illegible]			
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Mar. 1, 1953	Mar. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 400+75.0 and survey station 417+59.4, all in Section 31, T. 1 S., R. 1 E., W.M., without exception,

, length 0.319 miles, in Multnomah County, being Oregon Federal Aid / Bond issue project No. BFI-303(11), consisting of 0.319 miles of roadway and / a highway underpass structure [illegible] of more than 20 feet clear span, / of no net mileage. [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred eighty-six thousand and 00/100 dollars ($186,000.00), which does not exceed the authorized Federal pro rata share of three hundred thousand, five hundred ninety-four and 80/100 dollars ($300,594.80), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-4

Oregon State Highway Department

Federal Aid Project
No. BFI-303 (11)

BARBUR BOULEVARD JUNCTION SECTION

OF THE WEST PORTLAND-HUBBARD HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement; based on low bid prices.)

Salem, Oregon, October 30, 1953

Type Code 6201
Roadway (Sta. 400+75 to Sta. 417+59.4) (Contract No. 4032)

All Required		Clearing and Grubbing (55%)		$ 4,125.00
300	cu. yds.	Structural Excavation, Unclassified	$ 4.00	1,200.00
143,000	cu. yds.	General Excavation, Unclassified	0.58	82,940.00
577,000	yd. sta.	Short Overhaul	0.01	5,770.00
3,600	C-yd. sta.	Long Overhaul	0.45	1,620.00
0.32	mile	Finishing Roadbed and Slopes	1,000.00	320.00
1,400	lin. ft.	Rounding Cutbanks	0.15	210.00
100	lin. ft.	12-inch Concrete Pipe	2.20	220.00
450	lin. ft.	18-inch Concrete Pipe	4.05	1,822.50
70	lin. ft.	24-inch Concrete Pipe	5.85	409.50
280	lin. ft.	12-inch Sewer Pipe	1.95	546.00
110	lin. ft.	18-inch Sewer Pipe	3.40	374.00
7	only	Concrete Catch Inlets	65.00	455.00
50	cu. yds.	Concrete Curbs	50.00	2,500.00
48	cu. yds.	Concrete Traffic Divider and Island	45.00	2,160.00
200	only	½" x 7" Boat Spikes	0.15	30.00
60	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	3.50	210.00
8	only	Corrugated Metal Sight Posts	3.00	24.00
90	lin. ft.	1¼" Electrical Conduit	1.40	126.00
10,200	cu. yds.	4" - 0 Gravel in Base	1.70	17,340.00
880	cu. yds.	3/4" - 0 Gravel in Base and Shoulders	2.65	2,332.00
230	M-gal.	Sprinkling	2.50	575.00
110	cu. yds.	3/4" - 0 Gravel in Binder Course	3.25	357.50
18	tons	RC-3 Asphalt in Binder Course	38.75	697.50
1,900	tons	Class "B" Asphaltic Concrete	7.25	13,775.00
360	lin. ft.	Asphaltic Concrete Traffic Markers	0.75	270.00
		Subtotal		$140,409.00
		10% Engr. & Cont.		14,040.90
		Total		$154,449.90

Type Code X721
Barbur Blvd. Undercrossing (Sta. 407+45.07) (Contract No. 4032)

270	cu. yds.	Excavation For Structure	$ 10.50	$ 2,835.00
10	cu. yds.	Excavation Below Elevation Shown	26.25	262.50
700	lin. ft.	Furnish Steel Piling	6.30	4,410.00
28	only	Drive Piles	130.00	3,640.00
1,140	cu. yds.	Class "A" Concrete	71.00	80,940.00
304,000	lbs.	Metal Reinforcement	0.105	31,920.00
546	lin. ft.	Metal Rail	10.50	5,733.00
860	sq. yds.	Concrete Slab Riprap	3.15	2,709.00
130	lin. ft.	6-inch Metal Drain Pipe	3.15	409.50
			Subtotal	$132,859.00
			10% Engr. & Cont	13,285.90
			Total	$146,144.90

Length of Roadway 0.319 Mile
Length of Structure 0.000 Mile
Cost of Roadway per Mile $484,168.96

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$154,449.90	$ 95,569.00	$ 58,880.90
Structure	146,144.90	90,431.00	55,713.90
	$300,594.80	$186,000.00	$114,594.80

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951; Chap. 20, laws 1953.
State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. BFI-303 (11)

[illegible] JUNCTION SECTION

OF THE EAST PORTLAND-HUBBARD HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 10, 1953

Type Code 6231
Roadway (Sta. 410+75 to Sta. 427+59.4)

All Required		Clearing and Grubbing (55%)		$ 1,375.00
300	cu. yds.	Structural Excavation, Unclassified	$ 3.00	900.00
143,000	cu. yds.	General Excavation, Unclassified	0.90	128,700.00
577,000	yd. stas.	Short Overhaul	0.015	8,655.00
3,600	C-yds. stas.	Long Overhaul	0.50	1,800.00
0.32	mi.	Finishing Roadbed and Slopes	1,000.00	320.00
1,400	lin. ft.	Rounding Cutbanks	0.20	280.00
100	lin. ft.	12-inch Concrete Pipe	2.25	225.00
450	lin. ft.	18-inch Concrete Pipe	3.25	1,462.50
70	lin. ft.	24-inch Concrete Pipe	4.50	315.00
280	lin. ft.	12-inch Sewer Pipe	2.25	630.00
110	lin. ft.	18-inch Sewer Pipe	3.25	357.50
7	only	Concrete Catch Inlets	75.00	525.00
50	cu. yds.	Concrete Curbs	50.00	2,500.00
48	cu. yds.	Concrete Traffic Divider & Island	50.00	2,400.00
200	only	½" x 7" Boat Spikes	0.25	50.00
60	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	3.50	210.00
8	only	Corrugated Metal Sight Posts	4.00	32.00
90	lin. ft.	1½" Electrical Conduit	2.00	180.00
10,200	cu. yds.	4" - 0 Gravel in Base	2.00	20,400.00
880	cu. yds.	3/4" - 0 Gravel in Base & Shoulders	2.50	2,200.00
230	M-gal.	Sprinkling	2.50	575.00
110	cu. yds.	3/4" - 0 Gravel in Binder Course	4.25	467.50
18	tons	MC-3 Asphalt in Binder Course	38.00	684.00
1,900	tons	Class "B" Asphaltic Concrete	7.50	14,250.00
360	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	360.00
			Subtotal	$189,853.50
			10% Engr. & Cont.	18,985.35
			Total	208,838.85

Type Code X721
Barbur Blvd. Undercrossing (Sta. 407+45.07)

270	cu. yds.	Excavation for structure	$ 8.00	$ 2,160.00
10	cu. yds.	Excavation Below Elevation Shown	15.00	15.00
700	lin. ft.	Furnish Steel Piling	5.00	3,500.00
28	only	Drive Piles	60.00	1,680.00
1,140	cu. yds.	Class "A" Concrete	70.00	79,800.00
304,000	lbs.	Metal Reinforcement	0.11	33,440.00
546	lin. ft.	Metal Rail	12.00	6,552.00
860	sq. yds.	Concrete Slab Riprap	7.00	6,020.00
130	lin. ft.	6-inch Metal Drain Pipe	2.00	260.00
			Subtotal	$133,562.00
			10% Engr. & Cont.	13,356.20
			Total	$146,918.20

Length of Roadway 0.319 mile
Length of Structure 0.000

Cost of Roadway per mile $580,701.72

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$208,838.85	$120,340.00	$ 88,498.85
Structure	146,918.20	84,660.00	62,258.20
	$355,757.05	$205,000.00	$150,757.05

Oregon State Highway Department

Federal Aid Project
No. BFI-303 (11)

BARBUR BOULEVARD JUNCTION SECTION

OF THE WEST PORTLAND-HUBBARD HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 8, 1953

Type Code 6201
Roadway (Sta. 400+75 to Sta. 417+59.4)

All Required		Clearing and Grubbing (55%)		$ 1,375.00
300	cu. yds.	Structural Excavation, Unclassified	$ 3.00	900.00
143,000	cu. yds.	General Excavation, Unclassified	0.75	107,250.00
577,000	yd. stas.	Short Overhaul	0.015	8,655.00
3,600	C-yd. stas.	Long Overhaul	0.50	1,800.00
0.32	mi.	Finishing Roadbed and Slopes	1,000.00	320.00
1,400	lin. ft.	Rounding Cutbanks	0.20	280.00
100	lin. ft.	12-inch Concrete Pipe	2.25	225.00
450	lin. ft.	18-inch Concrete Pipe	3.25	1,462.50
70	lin. ft.	24-inch Concrete Pipe	4.50	315.00
280	lin. ft.	12-inch Sewer Pipe	2.25	630.00
110	lin. ft.	18-inch Sewer Pipe	3.25	357.50
7	only	Concrete Catch Inlets	75.00	525.00
50	cu. yds.	Concrete Curbs	50.00	2,500.00
48	cu. yds.	Concrete Traffic Divider and Island	50.00	2,400.00
200	only	½" x 7" Boat Spikes	0.25	50.00
60	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	3.50	210.00
8	only	Corrugated Metal Sight Posts	4.00	32.00
90	lin. ft.	1¼" Electrical Conduit	2.00	180.00
10,200	cu. yds.	4" - 0 Gravel in Base	2.00	20,400.00
880	cu. yds.	3/4" - 0 Gravel in Base and Shoulders	2.50	2,200.00
230	M-gal.	Sprinkling	2.50	575.00
110	cu. yds.	3/4" - 0 Gravel in Binder Course	4.25	467.50
18	tons	RC-3 Asphalt in Binder Course	38.00	684.00
1,900	tons	Class "B" Asphaltic Concrete	7.50	14,250.00
360	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	360.00
			Subtotal	$168,403.50
			10% Engr. & Cont.	16,840.35
			Total	$185,243.85

Type Code X721
Barbur Blvd. Undercrossing (Sta. 407+45.07)

270	cu. yds.	Excavation for Structure	$ 8.00	$ 2,160.00
10	cu. yds.	Excavation Below Elevation Shown	15.00	15.00
700	lin. ft.	Furnish Steel Piling	5.00	3,500.00
28	only	Drive Piles	60.00	1,680.00
1,140	cu. yds.	Class "A" Concrete	70.00	79,800.00
304,000	lbs.	Metal Reinforcement	0.11	33,440.00
546	lin. ft.	Metal Rail	12.00	6,552.00
860	sq. yds.	Concrete Slab Riprap	7.00	6,020.00
130	lin. ft.	6-inch Metal Drain Pipe	2.00	260.00
			Subtotal	$133,562.00
			10% Engr. & Cont.	13,356.20
			Total	$146,918.20

Length of Roadway 0.319 mile
Length of Structure 0.000

Cost of Roadway per Mile $580,701.72

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$185,243.85	$114,327.00	$ 70,916.85
Structure	146,918.20	90,673.00	56,245.20
	$332,162.05	$205,000.00	$127,162.05

RECEIVED
MAY 24 1957
FOR FILING
[illegible]
4[illegible]

May 23, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4032 for work performed on the Barbur Boulevard Junction Unit, Barbur Blvd.-White School Section of the West Portland-Hubbard Highway (Portland-Salem Expressway) in Multnomah County was completed by the contractor, Parker-Schram Co., on Nov. 23, 1955 but has not as yet been accepted by the Commission.

Final payment in the amount of $9,990.54 will be released to the contractor after acceptance by the Commission. The total contract amount is $333,874.95, of which amount $3,298.35 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

em

cc: Amerata & Schram
Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
lm

RECEIVED
DEC 24 1956
FOR FILING

[illegible]

[illegible]

Mrs Lewis

file

December 21, 1956

CERTIFIED MAIL

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Parker-Schram Company on contract No. 4032, covering structure, grading, and paving project on the Barbur Blvd. Jct. Unit of the Portland-Salem Expressway in Multnomah County.

This payment, in the amount of $4,399.74 will be released to contractor on or after December 31, 1956. The retained percentage is $10,017.04.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Glens Falls Indemnity Company
Amerata & Schram
440 Mead Bldg.,
Portland 4, Oregon

[illegible]
DC

RECEIVED
JAN 13 1956
FOR FILING

[illegible]
4032

6

January 13, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to Parker-Schram Company a portion of the funds heretofore retained by the Commission on contract No. 4032, covering the Barbur Boulevard Junction Unit, Barbur Blvd.-White School Section of the West Portland-Hubbard Highway in Multnomah County. T

This payment, in the amount of $13,078.22, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $9,880.97. The present payment will be released on or after January 23, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
g

RECEIVED
DEC 14 1955
FOR FILING

December 9, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 23, 1955 on Contract No. 4032, Barbur Blvd. Junction Unit, Barbur Blvd.-White School Section, in Multnomah County, in connection with Federal Aid Project No. EFI-303(11).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb
cc: John Cattrall

RECEIVED
DEC 14 1955
FOR FILING

December 5, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Barbur Boulevard Junction Unit, Contract No. 4032, Oregon BFI-303 (11), from August 31, 1954 to November 30, 1955, to Parker-Schram Company, contractor.

This contract was awarded on October 13, 1953 and work started on October 20, 1953. The contractor has at all times attempted to prosecute this job, but almost continuous rainy weather during the construction season of 1954, and extending up to May of 1955 practically precluded the completion of this project. Also additional drainage required together with a severe lumber strike during the project hampered the contractor.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: Forrest Cooper

Form E-1-Rev 6-55—10M

.EGON STATE HIGHWAY DEPART

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 26, 1955

Section Barbur Blvd. Junction Unit Barbur Blvd.-White School (Portland-Salem Expressway)

Kind of work Structure, Grading and Paving

Section prefix 26-1033

Highway West Portland-Hubbard

Contractor Parker-Schram

Contract number 4032

Date of contract October 18, 1953

Date of completion August 31, 1954

Date work started October 20, 1953

Estimated date of completion November 30, 1955

Project authorization . . . . $ 364,655.94

Exclusive of Engineering . . . . $ 340,573.74

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 340,573.74

Estimated per cent overrun or underrun . . . . None %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 24,082.20

Engineering cost to date $ 26,000, 100 %

Date project was completed Nov 23, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Wednesday November 23 the contractor cleaned out the culvert pipes and clean-up work was completed.

Last Friday some damage was done to the slope paving under the structure. This damage was caused by heavy rains and rapid melting of the snow with a resultant fast run-off from the area on Barbur Blvd. undermining 15 or 20 blocks causing them to settle out of place.

NOTED
FORREST COOPER

NOTED
L. H. Young

RECEIVED
NOV 29 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed Lowell A. Johnston
Lowell A. Johnston

Address Portland 8, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.6	0.6			0.6
Miles partially completed					
Miles completed	0.6	0.6			0.6
Total estimated quantities (contract)	145,000	15,200		24 T	3,910 T
Total quantities corrected to date	144,144	19,094		40.68 T	4,646.93 T
Estimated quantities moved or placed to date	144,144	19,094		40.68 T	4,646.93 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men 2

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers..........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
NOV 10 1955
FOR FILING

Salem, Oregon
November 9, 1955

Mr. Lowell A. Johnston
Resident Highway Engineer
Box 4699
Portland 2, Oregon

Dear Sir:

This is to advise you that, at its last meeting, the Highway Commission approved an increase of $26,000 in project authorization on Contract No. 4032, Barbur Boulevard Junction Unit, Barbur Boulevard-White School Section in Multnomah County.

The present total authorization is $364,655.94. This amount should be used on all future reports.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:ia

cc: A. G. Skelton

RECEIVED
OCT 27 1955
FOR FILING

October 26, 1955

Oregon State Highway Commission

Gentlemen:

It is apparent that the project authorization on the Barbur Boulevard Junction Unit of the West Portland-Salem Expressway, Contract No. 4032, will be overrun approximately 7.6 per cent, or $26,000. The overrun was occasioned by increase in base thickness of the pavement after the contract was awarded, necessity of additional base rock to provide adequate stabilization, the construction of an acceleration lane to allow traffic to blend with merging traffic on US99W, and sealing of the pavement.

This matter will be on the agenda, and it is respectfully requested that you authorize an increase of $26,000 in the project authorization on Contract No. 4032.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me er

RECEIVED
OCT 27 1955
FOR FILING

October 26, 1955

Oregon State Highway Commission

Gentlemen:

It is apparent that the project authorization on the Barbur Boulevard Junction Unit of the West Portland-Salem Expressway, Contract No. 4032, will be overrun approximately 7.6 per cent, or $26,000. The overrun was occasioned by increase in base thickness of the pavement after the contract was awarded, necessity of additional base rock to provide adequate stabilization, the construction of an acceleration lane to allow traffic to blend with merging traffic on US99W, and sealing of the pavement.

This matter will be on the agenda, and it is respectfully requested that you authorize an increase of $26,000 in the project authorization on Contract No. 4032.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me er

3

RECEIVED
JUL 7 - 1955
FOR FILING

[illegible] (11)

July 6, 1955

Parker-Schram Company
200 Builders Exchange Building
Portland, Oregon

Gentlemen:

Confirming my verbal discussion with Mr. Schram in which he requested the use of crushed materials from your Durham pit on the Barbur Boulevard Junction Unit, your Contract No. 4032, advise that we cannot approve use of such materials. A large number of Laboratory Reports taken between dates of May 13 and June 8 indicate too high a plastic index and too high a percentage passing the 40-mesh screen to permit use of the materials in question.

Our specifications, under which you bid this job, place on you the responsibility of providing suitable materials meeting specifications. This office is not concerned with your source of materials so long as they meet the specifications, and no extra payment will be considered for securing materials that meet specifications regardless of length of haul that may be involved.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

WCW:me lg

APPROVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 26, 1954

SUBJECT:

To:
Mr. W. O. Widdows
Sign Engineer
State Highway Shops
Salem, Oregon

Dear Sir:

Will you please submit an Order for placing metal sight posts or delineators on the Barbur Boulevard-White School Section and proceed with the work immediately on such sections as are completed. As the various units are finished, the delineators should be placed so that the road will be ready for opening as soon as the paving and shoulders are done.

Very truly yours,

H. G. Smith
Construction Engineer

By
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc R. H. Baldock

RECEIVED
FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 3rd, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

Mr. H. G. Smith recently asked that I write you concerning the progress of the work on the Barbur Boulevard Junction Unit under contract to Parker-Schram Company. He advised me that when you and Mr. Baldock had recently gone by the job, you had not seen any particular activity.

Parker-Schram completed their grading under the Barbur Boulevard grade separation structure about the first of last week. The bridge sub-contractor has completed the two end bents of the structure, and will complete pouring all foundations for the structure within the next two days. They plan on pushing the structure, and I understand expect to complete it probably in the latter part of August. The grading, particularly south of the bridge cannot be completed until this structure is completed and in use. This would indicate that Parker-Schram probably could not complete this project until about the end of October or first of November.

Yours very truly,

A. G. Skelton
A. G. SKELTON
Division Engineer

AGS:w
cc: H. G. Smith
L. A. Johnston

RECEIVED
MAY 4 1954
OFFICE OF
STATE HIGHWAY ENGINEER

FILING

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

4

Salem, Oregon
December 14th, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

Dear Sir:

The subcontract between the Parker-Schram Company and Lee Hoffman covering Items 29 to 34 inclusive on the Barbur Boulevard Junction Contract #4032, Oregon BFI-303(11), is approved, and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR

cc to: W. C. Williams
C. G. Polk - 2

RECEIVED
NOV 3 1953
FOR FILING

PFI- [illegible]

11-3

November 3, 1953

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4032, which was awarded to you on October 13, 1953 by the State Highway Commission, covering the Barbur Blvd.-White School (Barbur Boulevard Junction Unit) Section of the West Portland-Hubbard (Portland-Salem Expressway) Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 27 1953
FOR FILING

BFI-303(11)

40-2

October 26, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 20, 1953 on Contract No. 4032, Barbur Blvd. Junction Unit West Portland-Hubbard (Portland-Salem Expressway) Section, in Multnomah County, in connection with Federal Aid Project No. BFI-303 (11).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:eg

RECEIVED FOR FILING

[illegible]

Chas. T. Parker
Carl A. Schram

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

Builders Exchange Building
Portland 4, Oregon

October 21, 1953

Mr. Floyd Query, Assistant Secretary
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Accept our thanks for your telegram and confirming letter of October 13 advising that the right of way had been acquired and other prerequisite conditions satisfied so that the State Highway Department had that date awarded the contract to us for grading, paving, and construction of reinforcing concrete grade separation structure on the Barbur Blvd Junction Unit of the West Portland-Hubbard Highway in Multnomah County, based on our low bid of $292,527.50, submitted September 25, 1953.

We also have for acknowledgment your letter of October 16, along with three copies of Contract No. 4032, covering the above project, under separate enclosure.

Complying with your request, we are returning to you by express this date two copies of the above contract, all properly executed on behalf of this firm and with the bond required in connection therewith also completed by the Glens Falls Indemnity Company of Glens Falls, New York, as surety.

All our operations in the State of Oregon are covered by the Workmens Compensation Act of Oregon, which will automatically include any work performed under the above contract as required by Section 6-12, page 15 of the General Provisions thereof.

Kindly return one fully completed copy of the contract and bond for our files after signature by the State Highway Department.

Yours very truly,
PARKER-SCHRAM COMPANY

By CASchram

CASdb

RECEIVED

file

October 13, 1953

4052

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BFI-303(11), Barbur Boulevard Junction Unit of the West Portland-Hubbard Highway, we hereby concur as of this date in award of contract to Parker-Schram Company of Portland, Oregon, low bidder in the amount of $292,527.50 at the September 25, 1953 bid opening.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
OCT 15 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

[illegible]

4

AGENDA
OCT 29 1953

October 13, 1953

Parker-Schram Co.
200 Builders Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on September 25 accepted your proposal for grading and paving and construction of a 266-foot structure on the Barbur Boulevard Junction Unit, Barbur Boulevard-White School Section of the West Portland-Hubbard Highway in Multnomah County for the sum of $272,527.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4032.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

md

cc - Mr. W. H. Franswa
Mr. H. G. Smith
Mr. S. H. Probert
Mr. G. S. Paxson
Mrs. Goldie Lewis

E. R

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 13, 1953
11:00 a.m.

Parker-Schram Co.
200 Builders Exchange Building
Portland, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Barbur Boulevard Junction Unit, Barbur Boulevard-White School Section of West Portland-Hubbard Highway in Multnomah County for which you submitted low bid on September 25. Contract forms will be mailed you shortly for execution.

OREGON STATE HIGHWAY COMMISSION
By Floyd Query, Assistant Secretary

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

RLP:fn

RECEIVED
OCT 12 1953
Office of
STATE HIGHWAY ENGINEER

RECEIVED
OCT 15 1953
FOR FILING

BFI-303(11)

4032

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1953

SUBJECT: Barbur Boulevard Junction Unit
Barbur Boulevard-White School Section
West Portland-Hubbard Highway
Multnomah County
FA Proj. No. BFI-303 (11)

To: Mr. W. C. Williams
Ass't. Highway Engineer
OFFICE

PLEASE RETURN TO
W. C. WILLIAMS

This is to advise that right of way has all been cleared on the above project and as far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP:fn

RECEIVED
OCT 12 1953
OFFICE OF
STATE HIGHWAY ENGINEER

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT BFI-303

40

October 13, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BFI-303(11), Barbur Boulevard Junction Unit of the West Portland-Hubbard Highway, we hereby concur as of this date in award of contract to Parker-Schram Company of Portland, Oregon, low bidder in the amount of $292,527.50 at the September 25, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
OCT 15 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

BFI – [illegible]

4632

October 13, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving and structural work on the Barbur Boulevard Junction Section of the Portland-Salem Expressway in Multnomah County, Project BFI-303 (11), to the Parker-Schram Co. of Portland, Oregon, on the basis of the bid of $292,527.50 submitted on September 25, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

RECEIVED
OCT 7 1953
FOR FILING

BF1-[illegible]

4032

file

MISC. CONTRACTS and
AGREEMENTS No. 14[illegible]

Salem, Oregon
October 6, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of a Throughway Agreement with Multnomah County covering certain closures and points of access in connection with the Barbur Boulevard Junction Unit of the Portland-Salem Expressway in Multnomah County.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the Board of County Commissioners, Multnomah County, Oregon.

Yours very truly,

Assistant Secretary

rn
Attach: 1

RECEIVED
OC 1953
FOR FILING

October 6, 1953

Board of County Commissioners
Multnomah County Court House
Portland, Oregon

Attention: Mr. Frank L. Shull, Chairman

We are enclosing herewith for the records and files of Multnomah County a fully executed copy of a Throughway Agreement between the State Highway Commission and Multnomah County covering certain closures and points of access in connection with the Barbur Boulevard Junction Unit of the Portland-Salem Expressway in Multnomah County.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

rn
Enc. 1

FORM E-30 25M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1953

SUBJECT: Assignment #4508

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer

Attached are three copies of a throughway agreement covering certain closures and points of access in connection with the Barbur Boulevard Junction Unit of the Portland-Salem Expressway in Multnomah County.

Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission.

This completes Assignment #4508.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
Bids received on Sept. 25, 1953
Secretary

RECEIVED
SEP 30 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 30 1953
FOR FILING

BFI-3031

4[illegible]

September 28, 1953

Parker-Schram Company
200 Builders Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on September 25, 1953 accepted your bid in the amount of $292,527.50 for grading and paving 0.60 mile of the BarburBoulevard Junction Unit, Barbur Boulevard-White School Section of the West Portland-Hubbard Highway in Multnomah County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

RECEIVED
SEP 22 1953
FOR FILING

RFI-[illegible]

1032

4510

RFT - [illegible]

September 18, 1953

Mr. Charles W. Keffer
Route 1, Box 180
Tigard, Oregon

Dear Sir:

In reply to your letter of September 15, I wish to advise that I have ordered that the right of way across your property in Lot 51, Tualatin Valley Homes, be staked immediately, so that you may construct your fence.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

FC: me

cc Mr. Forrest Cooper

Date: **September 16, 1953** ASSIGNMENT No. 4510
By

Description: **Letter of September ~~16~~ 15 by Charles W. Keffer of Tigard regarding stakes which he wishes placed (Barbur Blvd.-White School Section)**

Acknowledged by _ _ _ _ _ Referred to _ _ _ Cooper ✓ _ _ _ _ _ _ _ _

Investigate and report with recommendation
xxxx ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 9-18-53 Report received _ _ _ _ _ _ _

Remarks: rough draft prepared.

PLEASE RETURN TO
C. WILLIAMS

---

on my place
hrough,
on there now

lley Homes
Town Ship 2 South Range W. Washington
County Oregon

Charles W. Keffer

Route NO.I Box I80,

Tigard Oregon.

RECEIVED
STATE HIGHWAY COMMISSION

Sept I5 1953,

State Highway Dept.

Salem Oregon,

PLEASE RETURN TO
W. C. WILLIAMS

File No. I9882
Boones Farry Rd Marion Co Line,
Barbur Blvd White School Section,
West Portland Hubbard Highway,

Will you please place your corner stakes on my place on the road and my line so I can put my fence through, I want to put my stock in there the only stakes on there now are clearnce stakes,

East 30 feet lot No 5I, Taulatin Valley Homes
Town ship 2 South Range I west W.M. Washington
County Oregon

Charles W. Keffer

Route NO.I Box I80,

Tigard Oregon.

RECEIVED
[illegible] 1953
[illegible]
STATE HIGHWAY COMMISSION

Phone: KEnwood 5525
TWinoaks [illegible]

RECEIVED
FOR FILING

STEELMAN-DUFF, INC.
GENERAL CONTRACTORS
1218 N. E. 118th Avenue
PORTLAND 16, OREGON

file

September 18, 1953

Oregon State Highway Department
Salem, Oregon

Attention Mr. H. B. Glaisyer,
Secretary

NOTED
F. QUERY

Gentlemen:

We hereby propose to sublet to Parker-Johnson Company of 2002 S. E. Clinton Street, Portland, Oregon the Bridge on the Barbur Boulevard Junction Unit, Barbur Boulevard-White School Section Project to be let on SEPTEMBER 25, 1953.

Very truly yours,
Steelman-Duff, Inc.

S. H. Duff V-Pres.

D:p

NOTED
H. B. GLAISYER

CHAS. J. JOHNSON

RALPH E. PARKER

Parker-Johnson Company

GENERAL CONTRACTORS
2002 S. E. CLINTON STREET
PORTLAND 2, OREGON

September 18, 1953

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer,
Secretary

Gentlemen:

We hereby propose to sublet from Steelman-Duff, Inc., the bridge on the Barbur Boulevard Junction Unit, Barbur Boulevard-White School Section Project to be let on September 25, 1953.

Very truly yours,
Parker-Johnson Company

Chas. J. Johnson
Chas. J. Johnson

CJJ:p

cc. mailed 9-18-53

Bid prop. Issued 9 21

H. B. [illegible] YER

RECEIVED
FOR FILING
OREGON DISTRICT

BFI-303(11)

40-53

BFI-303(11)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

September 10, 1953

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project BFI-303(11), Barbur Boulevard Junction Unit of the West Portland-Hubbard Highway (Portland-Salem Expressway). This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

[illegible] ed [illegible]
[illegible]
[illegible]

[illegible]

R. H. Baldock

August 19th, 1955

FINAL COST ANALYSIS

Crooked River-Terrebonne Section
Contract #4033

The Dalles-California Highway
Prefix 9-1032

Rogers Inc. & Babler Bros., Contractors
A. A. Rossen, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing		All	$	$	$ 2,513.13	$ 3,000.00
Struct. Excav., Unclass.	396.37	Cu. Yd.	4.00	2.16	856.12	1,585.48
Trench " "	114.62	" "	2.00	1.60	183.28	229.24
Special Borrow Excav., Unclass.	280,706.1	" "	0.22	0.172	48,461.96	61,755.34
General Excavation, Unclass.	20,036.2	" "	0.60	1.09	21,912.50	12,021.72
Short Overhaul	59,492.3	Yd. Sta.	0.01	0.01	594.92	594.92
Long "	978.2	C-Yd. Sta.	0.40	0.40	391.28	391.28
Truck Haul on Special Borrow	513,701	Yd. Mi.	0.07	0.078	39,[illegible].00	35,959.07
Finish R/W & Slopes	3.51	Mile	400.00	452.51	1,588.32	1,404.00
Rounding Cutbanks	1,735	Lin. Ft.	0.12	0.131	226.47	208.20
*12" Concrete Pipe	516	" "	1.50	1.35	696.60	774.00
*18" " "	1,065	" "	3.00	2.80	2,982.00	3,195.00
*24" " "	87	" "	4.00	3.75	326.25	348.00
Salvaging Culvert Pipe	104	" "	2.00	1.41	146.73	208.00
*18" Corr. Metal Siphon Pipe	184	" "	6.00	5.50	1,012.00	1,104.00
*Concrete End Basins	10.07	Cu. Yd.	60.00	55.00	553.85	604.20
*Corr. Metal Light Posts	36	Each	3.00	2.75	99.00	108.00
*Metal Guard Rail T.T. Post	6,198	Lin. Ft.	2.75	2.60	16,114.80	17,044.50
Pit Run Cinders in Base	21,429	Cu. Yd.	0.70	0.675	14,485.12	15,000.30
3/4"-0" Rock in Base and Shoulders	5,862	" "	2.00	2.11	12,379.82	11,724.00
**Sprinkling	1,406.8	M/Gal.	1.50	1.25	1,758.50	2,110.20
3/4"-0" Rock in Binder	444	Cu. Yd.	3.00	3.24	1,438.56	1,332.00

NOTED
State Highway Engineer

REFERRED TO
NOTED
By State Highway Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
RC-3 Asphalt in Binder	70.83	Ton	$40.00	$44.40	$ 3,144.87	$ 2,833.20
Class "B" Asphaltic Concrete	9,164.55	"	6.00	5.819	53,328.52	54,987.30
Aggregate in Shoulder Oiling	968	Cu. Yd.	3.25	2.59	2,511.67	3,146.00
150-200 Asphalt in Shoulder Oiling	76.82	Ton	40.00	37.17	2,855.60	3,072.80
RC-1 Asphalt in Shoulder Oiling	19.31	"	40.00	41.55	802.32	772.40
*PA #1, 65" x40" Arch Type C.M.P., 10-Gauge	84	Lin. Ft.	32.50	31.50	2,646.00	2,730.00
*PA #2, CMP, Dipped 8"	216	" "	1.76	1.60	345.60	380.16
*PA #2, Precast Headgates	6	Each	6.50	6.50	39.00	39.00
*PA #3, Purchase Excess Metal Guard Rail	532.67	Lin. Ft.	1.18	1.18	628.55	628.55
*PA #3, Purchase Excess Treated Timber Posts	40	Each	3.00	3.00	120.00	120.00
*PA #3, Freight on Guard Rail and Posts	100%	All			48.00	48.00
PA #4, Purchase Excess Cr. Rock in Stockpile	923.14	Cu. Yd.	1.75	1.46	1,344.09	1,615.50
Force Account					527.35	599.61
					$236,981.78	$241,673.97

* Work done all or part by C. E. Blakley
** Work done all or part by W. A. Anderson

Gross Revenue	$241,673.97
Total Cost	236,981.78
Net Profit	$ 4,692.19

Net Profit Equals 1.9% of Gross Revenue

Rogers Construction Co. & Taylor Bros., Inc.
Contract #4033

Detail of Cost

Labor:

Labor & Supervision	$ 57,372.93	
Labor Insurance	3,267.60	
		$ 60,640.53

Materials:

86-100 Asphalt	529.21	Tons	at	$22.50	$ 11,907.32	
Freight on 86-100 Asphalt	529.21	"	"	6.70	3,545.01	
150-200 Asphalt	76.82	"	"	22.50	1,728.45	
Freight on 150-200 Asphalt	76.82	"	"	6.70	514.69	
RS-1 Asphalt	19.31	"	"	25.20	486.78	
Freight on RS-1 Asphalt	19.31	"	"	6.70	129.37	
RC-3 Asphalt	70.83	"	"	25.20	1,784.90	
Freight on RC-3 Asphalt	70.83	"	"	6.70	474.56	
						20,571.08

Equipment Rentals & Misc. Supplies:

Equipment Rentals (Owned)	$ 83,027.55	
Hired Trucks	3,344.87	
Gas, Oil & Grease	15,424.25	
Small Tools & Misc.	3,056.75	
P.L. & P.D. Insurance	649.28	
Fuel Oil Incl. Freight	1,534.15	
Lumber & Hardware	67.60	
Powder & Caps	4,833.50	
Freight & Cartage	7,554.56	
Cost of Drilling & Shooting	1,863.48	
Bond	987.83	
Home Office & General Overhead	6,056.20	
		128,400.02

Paid to C. L. Blakley	$ 25,611.65	
" " W. A. Anderson	1,758.50	
		27,370.15

Total Cost $236,981.78

Breakdown of Crushing Cost

	Cost	Cu. Yd.	Unit Cost
Move In & Set Up	$ 3,390.53	15,529	$0.218
Drill & Shoot	3,696.84	"	0.238
Load & Haul to Crusher	4,896.83	"	0.315
Crushing	9,716.38	"	0.626
Stockpiling at Plant	909.16	"	0.059
Cost in Stockpile	$22,609.74	15,529	$1.456

The crushing plant operated 182 hours for an average production of 85.3 cu. yd. per working hour.

Breakdown of Paving Cost

	Cost	Tons	Unit Cost
Move In & Set Up	$ 2,968.95	9,164.55	$0.323
Feed Plant	2,331.60	"	0.254
Heat & Mix	10,008.90	"	1.092
Haul to Road	7,667.44	"	0.836
Street Work & Flagging	3,548.07	"	0.387
Cost of Asphalt Including Freight	15,495.82	"	1.69
Cost of Aggregate in Plant Mix	11,342.05	"	1.237
			$5.819

The paving plant operated 73.0 working hours for an average production of 125.4 tons per working hour.

Remarks:

This was a "Federal Aid Project" for the construction of 3.58 miles of main highway roadbed, construction of 3.58 miles of base and shoulders (cinders), construction of 3.58 miles of asphaltic concrete pavement with Type 0-11 Modified oil shoulders.

The contract was bid and awarded September 25th, 1953. Work was started November 12th, 1953 and completed June 9th, 1954.

On November 21st, 1953 the contractor moved in D-8 cat with dozer and a small crew of men and started clearing. This was very light clearing, consisting mostly of juniper trees.

Grading was started the last of November 1953. Equipment used consisted of 3/4 cu. yd. shovel, two 6 cu. yd. Dumptors, 12 cu. yd. trucks and two D-8 cats with 15-yard scrapers. Having a cheap bid price on excavation and with excavation running 80% solid lava rock, this item shows a large loss.

All special borrow and pit run cinders were taken from the cinder pit located 0.45 mile westerly from Station 1065+00. Equipment used in hauling borrow and pit run cinders consisted of 8 and 12 cu. yd. trucks, 15 cu. yd. bottom dump wagons, DW 20's and 16 cu. yd. Euclid scrapers. Cinders were loaded with 3/4 cu. yd. shovel, 2½-yard shovel and D-4 cat overshot loader and handled on the road with D-8 cat and dozer and #12 cat blade.

All crushed materials were taken from state-owned quarry located 3.9 miles northeasterly (via old highway and county roads) from the north end of the project. A continuous mix plant was moved in and set up adjacent to stockpile at the quarry. Paving was started May 24th, 1954, and all paving was completed June 2nd, 1954.

The contractor had good supervision with adequate equipment to handle the project, but with low bid prices was only able to realize a small profit from this project.

Oscar Cutler
Chief Cost Analyst

By . . K. T. Wechter

FORM E-123 50M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
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SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

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December 3, 1954

Cunning & Brewster
Attorneys at Law
Redmond, Oregon

Re: R 10451 - Crooked River-
Terrebonne Section of The
Dalles-California Highway

Attention: Mr. George H. Brewster

Gentlemen:

Please refer to your letter of November 20, 1954, relative to the above matter.

In requesting Mr. and Mrs. Parish to cease violating access restrictions contained in the deed of their predecessor in interest, the Highway Commission is following the laws and policies established by the legislature for the purpose of providing a safe and modern system of state highways. The Highway Commission is not, as you suggest, acting as "judge, jury and executioner", but is simply exercising rights expressly reserved to it in a conveyance of real property. The Highway Commission is in good faith attempting to comply with the responsibilities and duties placed upon it by the legislative assembly. This entire problem would be non-existent if Mr. and Mrs. Parish would demonstrate equally good faith in attempting to comply with the restrictions upon their real property.

Following receipt of your letter, further action with respect to the matter was deferred until this date in view of your statement that you would be in Salem before the end of November in order to discuss the matter. We cannot, however, further delay action, and instructions have been issued this date to erect barricades at the access involved.

With respect to your suggestion that the barricade might be removed, your attention is respectfully drawn to the provisions of ORS 164.870 which provides a penalty of imprisonment in the county jail for not more than three months, or a fine of not more than $100.00 for the destruction or removal of any railing or posts erected upon any highway. We will be most happy to discuss this situation with you at any time, and I am sincerely hopeful that a mutually satisfactory solution to the problem may be found. In the meantime, however, we have no alternative but to take such action as is necessary to protect our controlled-access program.

Yours very truly,

C. W. ENFIELD
Chief Counsel
By Robert L. May
ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh

NOTED
W. W. STIFFLER

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DEC 6 - 1954
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RF-1[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Redmond, Oregon
December 2, 1954

SUBJECT: Parrish Road Approach
Terrebonne

To:

Mr. W. W. Stiffler
Assistant Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

This is to advise that on this date, December 2, 1954, the barricade was placed across the road approach at station 1085/50 on the Crooked River-Terrebonne section of The Dalles-California Highway, in accordance with your instructions by letter of December 1, 1954.

Very truly yours,

E. E. Johnston
E. E. Johnston
District Maintenance Superintendent

EEJ:bw
cc: Mr. Wm. E. Chandler
Mr. Robert L. May
Mr. E. A. Collier

NOTED
W. W. STIFFLER

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NOV 23 1954
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1954

SUBJECT: Serial # 030
Re: Access Road on the Crooked River-Terrebonne Section of The Dalles-California Highway.

To:

W. W. Stiffler
Asst. State Highway Engineer

OFFICE

Dear Sir:

We enclose herewith copies of a report from Mr. E. E. Johnston, Maintenance Superintendent, about the signs and the access road on the Crooked River-Terrebonne Section of the Dalles-California Highway at the Parrish road approach.

Mr. Johnston advises that the approach is still being used for access to the store and service station one block east and that all signs set up directing traffic across this approach are still in place.

Copy Forwarded
to Robt. L. May Jr.

Very truly yours,

E. A. Collier
Maintenance Engineer

By L R Chandler

L. R. Chandler
Asst. Maintenance Engineer

LRC:ab
Encl.

NOTED
W. W. STIFFLER

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FOR FILING

BF-12[illegible] (12)
4 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

[illegible]
[illegible]

SUBJECT Access Road on the Crooked River-Terrebonne Section of the Dalles-California Highway. [illegible] #230 [illegible]

To:

Mr. E. A. [illegible]
Maintenance E[illegible]
State Highway [illegible]
Salem, Oregon

[illegible] Mr. E. A. [illegible]'s request to report [illegible] the [illegible] approach, PA Sta. 1085+50, [illegible] Terrebonne on the Dalles-California Highway, I wish to advise that it is apparently still being used as an approach to the store and service station [illegible] to the east, and that all signs set up for apparent [illegible] of traffic over this approach are still in place.

Very truly yours,

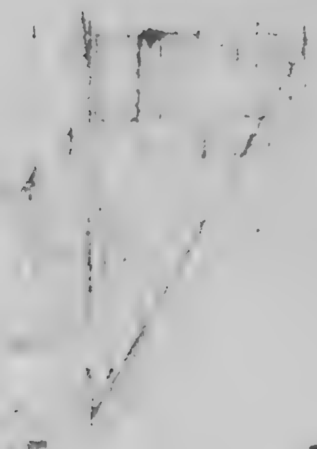
[illegible] M.

NOTED
W. W. [illegible]

Sheets

Checked by

76 76 76



Revised 6-50
Printing Dept. 41138

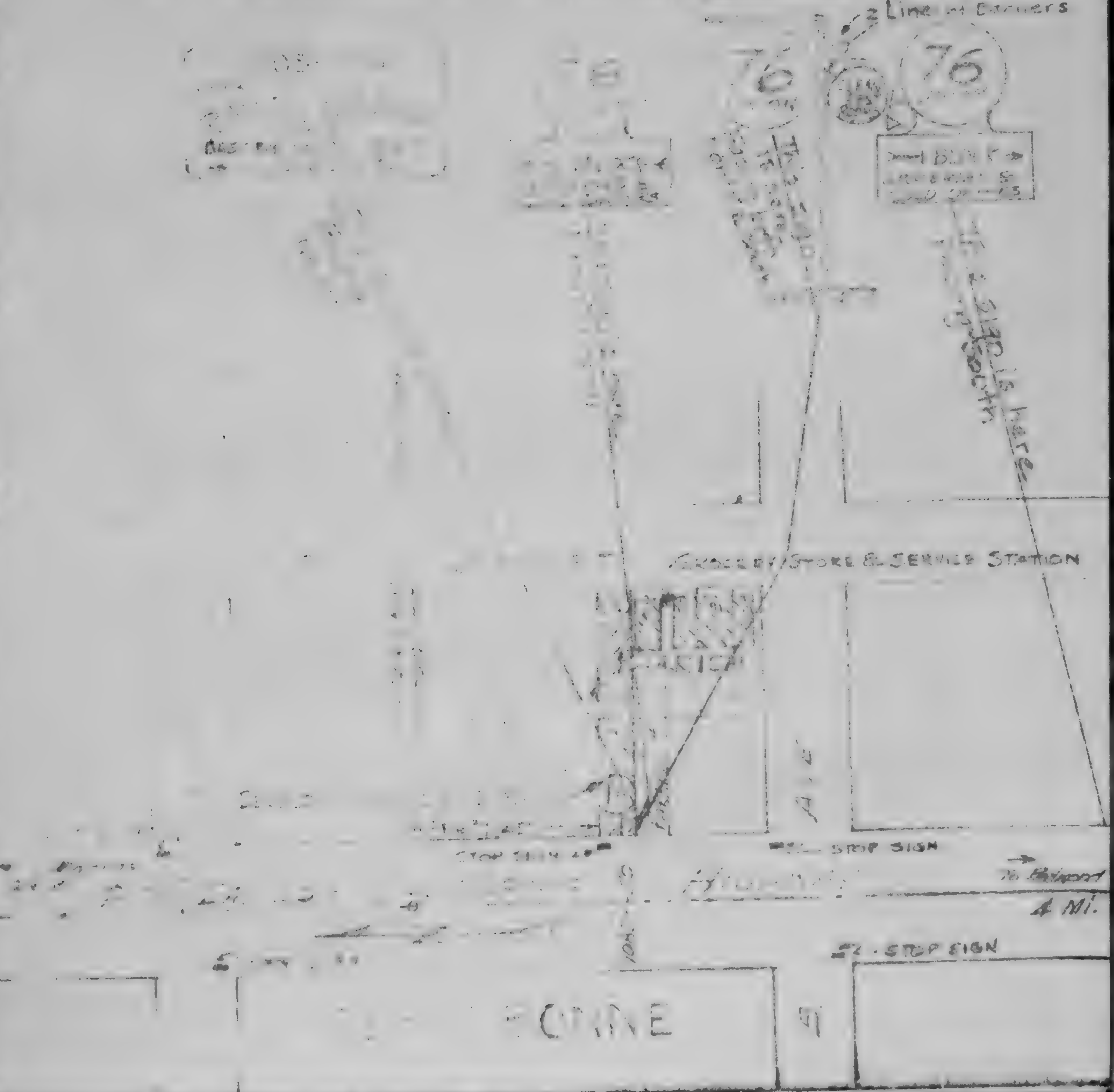
Job No. ....

Sheet 1 of 1 Sheets

HIGHWAY COMMISSION

Calculations for CROOK ... TERREBONNE ... US97

Backchecked by ...., 19 ...



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FF-12-11

FORM 2-120 [illegible] REVISED [illegible]

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BEN R. CHANDLER, CHAIRMAN
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M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 26, 1954

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Charles H. Reynolds, Member
Oregon State Highway Commission
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, Member
Oregon State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Re: Action to be taken to enforce
access restrictions

Gentlemen:

There will be on the agenda for your meeting of October 28th and 29th the matter of considering action to be taken in order to enforce access restrictions on the Crooked River-Terrebonne Section of The Dalles-California Highway. The facts relative to this matter are as follows:

By option dated August 13, 1953, the Deschutes County School District No. 5 agreed to convey to the State a parcel of real property located in Terrebonne for right of way for The Dalles-California Highway. The option provided that all access between the grantor's remaining property and The Dalles-California Highway would be conveyed and relinquished to the grantee, with the exception of one access on the easterly side of the highway, which was reserved for private residential use only. Pursuant to that option the Deschutes County School District No. 5 executed a bargain and sale deed on October 13, 1953, conveying the property and access rights to the State.

At the time of this acquisition The Dalles-California Highway was routed through the Town of Terrebonne by way of 11th Street. A grocery store and filling station owned and operated by a Mr. Parrish fronted on the old The Dalles-California Highway. In the course of relocating and improving The Dalles-California Highway, for which purpose the above real property was acquired, the highway was moved westerly one block. The grocery store and filling station owned and operated by Mr. Parrish still fronts upon 11th Street, the old route of the highway. He has recently, however, commenced utilizing the private access reserved for the service of the property acquired from the School District as a commercial access for the service of the store and filling station. Mr. Parrish has also erected two signs in close proximity to this private access advertising his merchandise and services.

Mr. Parrish has been contacted with respect to this matter and he has been requested to discontinue the unauthorized use of this access. Mr. Parrish has, however, refused to discontinue such use.

The deed provision under which the right of access was reserved to the Deschutes County School District No. 5 reads as follows:

> "The reserved rights of access from the said remaining property shall not be used for any purpose not hereinabove stated. If the grantor, or anyone holding under it, shall commit, suffer, or permit any violation of the uses herein stated, the rights hereby reserved at any particular location where a violation may occur, will automatically be forfeited, and the grantee shall have the right to close and barricade such place of access for all purposes."

Under this deed provision it is not necessary to institute legal proceedings to enforce the restriction of access at this point. It is requested that you authorize this office to take such action as is necessary to eliminate any violation of the access restrictions applicable to this access, and that you authorize the State Highway Engineer to close and barricade the place of access if violation of the access restrictions is not ceased immediately.

Yours very truly,

C. W. ENFIELD
Chief Counsel

RLM:avh
cc - R. H. Baldock
H. B. Glaisyer
H. G. Smith
R. L. Porter

(15)

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 14, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4033	9-final	ROGERS CONSTR. CO

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18666	R-103793	$ 7,354.47	9/9/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1954

Time Extensions: None

Completion Date: June 9, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-15-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Ass't. Secretary

Warrant Mailed: SEP 15 1954

NOTED ON CARD
9-15-54

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AUG 31 1954
FOR FILING

PF - 12

August 30, 1954

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 4033 for work performed on the Crooked River-Terrebonne Section of The Dalles-California Highway in Deschutes and Jefferson Counties was completed by the contractor, Rogers Construction Co., on June 9 and was formally accepted by the Highway Commission on June 23, 1954.

Final payment in the amount of $7,354.47 will be released to the contractor on or after September 9, 1954. The total contract amount is $241,673.97, of which amount $599.61 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

2-30-54

RECEIVED
JUL 19 1954
FOR FILING

July 16, 1954

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction Co. on contract No. 4033, covering the Crooked River-Terrebonne Section of the The Dalles-California Highway in Deschutes and Jefferson Counties.

This payment, in the amount of $16,729.30, will be released to the contractor on or after July 26, 1954. The retained percentage is $7,247.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
7-1[illegible]

RECEIVED
JUL 19 1954
FOR FILING

July 16, 1954

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

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Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

7-16-54

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 6, 1954

Section Crooked River - Terrebonne
Kind of work Grading and Paving
Highway The Dalles - California
Section prefix 9-1032
Contractor Rogers Constr. Co
Contract number 4033
Date of contract October 14, 1953
Date of completion September 30, 1954
Date work started November 12, 1953
~~Estimated~~ date of completion June 9, 1954
Amount of contract $277,000.24
Per cent of time elapsed 256/352 72.73 %
Estimated cost of completed project, exclusive of engineering $268,096.51
Per cent of contract completed, based on total contract price . . . . 100 %
Engineering cost to date $ 16,400 comp., 77.33 %
Date project was completed June 9, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Referencing of transit points and cross sectioning work started the week of Oct. 17. Gradingwork started the week of Nov. 21 as did the installation of irragation and drainage pipes. Clearing work on main roadbed also started the same week. Setting up of crushed began on Dec. 10. Crushing completed Dec. 30. Hauling of cinder borrow materials also on Dec. 7 and was completed March 25. Hauling and placing of the cinder base materials started on March 25 and was completed on April 1. Hauling and placing of the leveling cousre started April 1 and was completed April 6. Guard fence installation started on April 12 and was completed on May 1. Placing of the specified oil mat binder cousre started April 29th. and was completed May 3.

Paving work started on May 24 and was completed on June 2. Placing of 0-11 Oil mat shoulders started June 4 and was completed June 7. General cleanup completed June 9th.

Semi-Final estimate and supporting data submitted to the Bend Division office June 23.

Final Report.

NOTED
B. A. MARTIN

JUN 28 1954

Signed A.A. Jossen Resident Engineer
Address Box 151 Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
FORREST COOPER

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 6, 1954

Section Crooked River - Terrebonne

Kind of work Grading and Paving

Highway The Dalles - California

Section prefix 9-1032

Contractor Rogers Constr. Co

Contract number 4033

Date of contract October 14, 1953

Date of completion September 30, 1954

Date work started November 12, 1953

~~Estimated~~ date of completion June 9, 1954

Amount of contract $277,000.24

Per cent of time elapsed 256/352 72.73 %

Estimated cost of completed project, exclusive of engineering $260, 096.51

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 16,400 comp. 77.33 %

Date project was completed June 9, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Referencing of transit points and cross sectioning work started the week of Oct. 17. Gradingwork started the week of Nov. 21 as did the installation of irrigation and drainage pipes. Clearing work on main roadbed also started the same week. Setting up of crushed began on Dec. 10. Crushing completed Dec. 30. Hauling of cinder borrow materials also on Dec. 7 and was completed March 25. Hauling and placing of the cinder base materials started on March 25 and was completed on April 1. Hauling and placing of the leveling cousre started April 1 and was completed April 6. Guard fence installation started on April 12 and was completed on May 1. Placing of the specified oil mat binder cousre started April 29th. and was completed May 3.

Paving work started on May 24 and was completed on June 2. Placing of 0-11 Oil mat shoulders started June 4 and was completed June 7. General cleanup completed June 9th.

Semi-Final estimate and supporting data submitted to the Bend Division office June 23.

Final Report.

NOTED
B. A. MARTIN

Signed A. A. Fossum Resident Engineer

Address Box 151 Bend, Oregon,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
FORREST COOPER

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.58	3.58		3.58	3.62
Miles partially completed					
Miles completed	3.58	3.58	924.32	3.58	3.62
Total estimated quantities Spec. Borr. Exc	283,000 20,000	PR. 26,000 Cr 6,200	Asph agg	180 T. 1,500	9,600 T
Estimated quantities moved or placed to date Spec. Borr Exc	280,379.7 20,036.2	PR. 21,429 Cr. 5,862	Asph 924.32 agg	166.96 1,412	9,164.55 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair & Warm		
Monday	" "		
Tuesday	" "		
Wednesday	" "		
Thursday	" "		
Friday	" "		
Saturday			

STATE PRINTING

1-126

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Bond Issue Project No. BF-123(15)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of June, 19 54, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 19 53, a program, which was approved on the 1st day of September, 19 53, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 9th day of September, 19 53; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred one thousand and 00/100 dollars ($ 201,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of bonds as follows:

(appropriation of act of legislature by which authorized)

~~(b) From other sources~~

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 930+71.65 in the SE 1/4, Section 32, T. 13 S., R. 13 E., W.M., and survey station 1114+00 in the NE 1/4, Section 21, T. 14 S., R. 13 E., W.M., without exception, length 3.620 miles, in Jefferson and Deschutes Counties, being Oregon Federal Aid / Bond Issue project No. BF-123(15), consisting of 3.582 miles of roadway and one bridges of more than 20 feet clear span, 0.038 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred one thousand and 00/100 dollars ($201,000.00), which does not exceed the authorized Federal pro rata share of three hundred twenty-five thousand, two hundred seventeen and 20/100 dollars ($325,217.20), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

Ass't. SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Bureau of Public Roads.

JUN 21 1954

Oregon State Highway Department

Federal Aid Project
No. BF-123 (15)

CROOKED RIVER-TERREBONNE SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 22, 1954

Type Code 6201
Roadway (Sta. 930+71.65 to 1114+00)(Contract No. 4033)

All Required		Clearing and Grubbing		$ 3,000.00
580	cu. yds.	Structural Excavation, Unclassified	$ 4.00	2,320.00
800	cu. yds.	Trench Excavation, Unclassified	2.00	1,600.00
283,000	cu. yds.	Special Borrow Excavation, Unclassified	0.22	62,260.00
20,000	cu. yds.	General Excavation, Unclassified	0.60	12,000.00
56,000	yd. sta.	Short Overhaul	0.01	560.00
2,000	C-yd. sta.	Long Overhaul	0.40	800.00
490,000	yd. mi.	Truck Haul on Special Borrow	0.07	34,300.00
3.58	miles	Finishing Roadbed and Slopes	400.00	1,432.00
4,000	lin. ft.	Rounding Cutbanks	0.12	480.00
230	lin. ft.	12-inch Concrete Pipe	1.50	345.00
1,000	lin. ft.	18-inch Concrete Pipe	3.00	3,000.00
160	lin. ft.	24-inch Concrete Pipe	4.00	640.00
20	lin. ft.	18-inch Corrugated Metal Pipe	4.00	80.00
90	lin. ft.	65-inch Arch Type Corrugated Metal Pipe	25.00	2,250.00
120	lin. ft.	Salvaging Culvert Pipe	2.00	240.00
210	lin. ft.	18-inch Corrugated Metal Siphon Pipe	6.00	1,260.00
10	cu. yds.	Concrete End Basins	60.00	600.00
1,020	lin. ft.	12-inch Sewer Pipe	1.25	1,275.00
6	only	Concrete Catch Basins	50.00	300.00
40	only	Corrugated Metal Sight Posts	3.00	120.00
7,000	lin. ft.	Metal Guard Rail, Concrete or Metal Posts		(Alternate)
7,000	lin. ft.	Metal Guard Rail, Treated Timber Posts	2.75	19,250.00
26,000	cu. yds.	Pit-run Cinders in Base	0.70	18,200.00
6,200	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.00	12,400.00
1,300	M-gal.	Sprinkling	1.50	1,950.00
500	cu. yds.	3/4" - 0 Rock in Binder Course	3.00	1,500.00
80	tons	RC-3 Asphalt in Binder Course	40.00	3,200.00
9,600	tons	Class "B" Asphaltic Concrete	6.00	57,600.00

1,000 cu. yds.	Aggregate in Shoulder Oiling	$ 3.25	$ 3,250.00
22 tons	RS-1 Asphalt in Shoulder Oiling	40.00	880.00
78 tons	150-200 Asphalt in Shoulder Oiling	40.00	3,120.00
	Subtotal		$250,212.00
	10% Engr. & Cont.		25,021.20
	Total		$275,233.20

Type Code X121
Terrebonne Overcrossing (Sta. 995+71.6 to Sta. 997+71.6)
(Contract No. 4062)

90 cu. yds.	Structural Excavation	$ 20.00	$ 1,800.00
5 cu. yds.	Excavation Below Elevation Shown	20.00	100.00
All Required	Embankment in Place		450.00
460 cu. yds.	Class "A" Concrete	63.00	28,980.00
122,000 lbs.	Metal Reinforcement	0.115	14,030.00
40 lin. ft.	6-inch Metal Drain Pipe	2.00	80.00
	Subtotal		$ 45,440.00
	10% Engr. & Cont.		4,544.00
	Total		$ 49,984.00

Length of Roadway	3.582 miles
Length of Overcrossing Structure	0.038 mile
Total Length	3.620 miles
Cost per mile, Roadway	$76,837.85

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$275,233.20	$170,107.00	$105,126.20
Structure	49,984.00	30,893.00	19,091.00
	$325,217.20	$201,000.00	$124,217.20

State Funds for Construction:	Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951; Chap. 20, laws 1953
State Funds for Maintenance:	Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. BF-123 (15)

CROOKED RIVER-TERREBONNE SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 14, 1953

Type Code [illegible]
Roadway (Sta. 930+71.65 to 1114+[illegible]) (Low Bid Prices)

All Required	Clearing and Grubbing		$ 3,000.00
580 cu. yds.	Structural Excavation, Unclassified	$ 4.00	2,320.00
800 cu. yds.	Trench Excavation, Unclassified	2.00	1,600.00
283,000 cu. yds.	Special Borrow Excavation, Unclassified	0.22	62,260.00
20,000 cu. yds.	General Excavation, Unclassified	0.60	12,000.00
50,000 yd. sta.	Short Overhaul	0.01	500.00
2,000 m-yd. sta.	Long Overhaul	0.40	800.00
4[illegible]0,000 yd. mi.	Truck Haul on Special Borrow	0.[illegible]7	14,300.00
3.58 miles	Finishing Roadbed and Slopes	400.00	1,432.00
4,000 lin.ft.	Rounding Cutbanks	0.12	480.00
[illegible]0 lin.ft.	12-inch Concrete Pipe	1.[illegible]	345.00
1,000 lin.ft.	[illegible]-inch Concrete Pipe	3.00	3,000.00
160 lin.ft.	[illegible]-inch Concrete Pipe	4.00	640.00
20 lin.ft.	[illegible]-inch Corrugated Metal Pipe	4.00	80.00
90 lin.ft.	[illegible]-inch Arch Type Corrugated Metal Pipe	25.00	2,250.00
120 lin.ft.	Salvaging Culvert Pipe	2.00	240.00
210 lin.ft.	[illegible]-inch Corrugated Metal Siphon Pipe	6.00	1,260.00
10 cu. yd.	Concrete End Basins	60.00	600.00
1,020 lin.ft.	12-inch Sewer Pipe	1.25	1,275.00
6 only	Concrete [illegible] Basins	50.00	300.00
40 only	Corrugated Metal Sight Posts	3.00	120.00
7,000 lin.ft.	Metal Guard Rail, Concrete or Metal Posts		(Alternate)
7,000 lin.ft.	Metal Guard Rail, Treated Timber Posts	2.75	19,250.00
26,000 cu. yds.	Pit-run Cinders in Base	0.7[illegible]	18,200.00
7,200 cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.00	14,400.00
1,300 M-gals	Sprinkling	1.50	1,950.00
500 cu. yds.	3/4" - 0 Rock in Binder Course	3.00	1,500.00
[illegible]0 tons	[illegible]-3 Asphalt in Binder Course	40.00	[illegible],[illegible]00.00
9,600 tons	Class "[illegible]" Asphaltic Concrete	6.00	57,600.00

1,000 cu. yds.	Aggregate in Shoulder Oiling	$ 3.25	$ 3,250.00
22 tons	HM-1 Asphalt in Shoulder Oiling	40.00	880.00
78 tons	150-200 Asphalt in Shoulder Oiling	40.00	3,120.00
		Subtotal	$250,212.00
		10% Engr. & Cont.	25,021.20
		Total	$275,233.20

Type Code X121
Terrebonne Overcrossing (Sta. 99[illegible]+71.6 to Sta. 997+71.6)

90 cu. yds.	Structural Excavation	$ 10.00	$ 900.00
5 cu. yds.	Excavation Below Elevation Shown	10.00	50.00
All Required	Embankment in Place		2,000.00
460 cu. yds.	Class "A" Concrete	75.00	34,500.00
122,000 lbs.	Metal Reinforcement	0.11	13,420.00
40 lin.ft.	6-inch Metal Drain Pipe	5.00	200.00
		Subtotal	$51,070.00
		10% Engr. & Cont.	5,107.00
		Total	$56,177.00

Length of Roadway	3.582 miles
Length of Overcrossing Structure	0.038 miles
Total Length	3.620 miles
Cost per Mile, Roadway	$76,837.85

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$275,233.20	$170,251.00	$104,982.20
Structure	56,177.00	34,749.00	21,428.00
	$331,410.20	$205,000.00	$126,410.20

Oregon State Highway Department

Federal Aid Project
No. F-123 (15)

CROOKED RIVER-TERREBONNE SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 21, 1953

Type Code 6201
Roadway (Sta. 930+71.65 to 1114+00)

All Required		Clearing and Grubbing		$ 5,000.00
500	cu. yds.	Structural Excavation, Unclassified	$ 5.00	2,500.00
800	cu. yds.	Trench Excavation, Unclassified	5.00	4,000.00
283,000	cu. yds.	Special Borrow Excavation, Unclassified	0.30	84,900.00
20,000	cu. yds.	General Excavation, Unclassified	1.50	30,000.00
56,000	yd. sta.	Short Overhaul	0.02	1,120.00
2,000	C-yd. sta.	Long Overhaul	0.50	1,000.00
490,000	yd. mi.	Truck Haul on Special Borrow	0.08	39,200.00
3.58	miles	Finishing Roadbed and Slopes	750.00	2,685.00
4,000	lin. ft.	Rounding Cutbanks	0.20	800.00
230	lin. ft.	12-inch Concrete Pipe	2.25	517.50
1,000	lin. ft.	18-inch Concrete Pipe	3.50	3,500.00
160	lin. ft.	24-inch Concrete Pipe	4.75	760.00
20	lin. ft.	18-inch Corrugated Metal Pipe	5.50	110.00
90	lin. ft.	65-inch Arch Type Corrugated Metal Pipe	24.00	2,160.00
120	lin. ft.	Salvaging Culvert Pipe	2.00	240.00
210	lin. ft.	18-inch Corrugated Metal Siphon Pipe	6.00	1,260.00
10	cu. yds.	Concrete End Basins	70.00	700.00
1,020	lin. ft.	12-inch Sewer Pipe	2.00	2,040.00
6	only	Concrete Catch Basins	80.00	480.00
40	only	Corrugated Metal Sight Posts	3.50	140.00
7,000	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	2.75	19,250.00
7,000	lin. ft.	Metal Guard Rail, Treated Timber Posts	2.75	(Alternate)
26,000	cu. yds.	Pit-run Cinders in Base	0.75	19,500.00
6,200	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.00	12,400.00
1,300	M-gals.	Sprinkling	2.50	3,250.00
500	cu. yds.	3/4" - 0 Rock in Binder Course	3.25	1,625.00
80	tons	RC-3 Asphalt in Binder Course	42.00	3,360.00
9,600	tons	Class "B" Asphaltic Concrete	6.25	60,000.00

1,000	cu. yds.	Aggregate in Shoulder Oiling	$ 3.50	$ 3,500.00
22	tons	RS-1 Asphalt in Shoulder Oiling	45.00	990.00
78	tons	150-200 Asphalt in Shoulder Oiling	42.00	3,276.00
			Subtotal	$310,663.50
			10% Engr. & Cont.	31,066.35
			Total	$341,729.85

Length of Roadway	3.582 miles
Length of Overcrossing Structure	0.038 mile
Total Length	3.620 miles
Cost per Mile, Roadway	$95,401.96

Federal Funds- -	$205,000.00
State Funds- -	136,729.85
	$341,729.85

Oregon State Highway Department

Federal Aid Project
No. BF-123 (15)

CROOKED RIVER-TERREBONNE SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 21, 1953

Type Code 6201
Roadway (Sta. 930+71.65 to 1114+00)

All Required		Clearing and Grubbing		$ 5,000.00
580	cu. yds.	Structural Excavation, Unclassified	$ 5.00	2,900.00
800	cu. yds.	Trench Excavation, Unclassified	5.00	4,000.00
283,000	cu. yds.	Special Borrow Excavation, Unclassified	0.30	84,900.00
20,000	cu. yds.	General Excavation, Unclassified	1.50	30,000.00
56,000	yd. sta.	Short Overhaul	0.02	1,120.00
2,000	C-yd. sta.	Long Overhaul	0.50	1,000.00
490,000	yd. mi.	Truck Haul on Special Borrow	0.08	39,200.00
3.58	miles	Finishing Roadbed and Slopes	750.00	2,685.00
4,000	lin. ft.	Rounding Cutbanks	0.20	800.00
230	lin. ft.	12-inch Concrete Pipe	2.25	517.50
1,000	lin. ft.	18-inch Concrete Pipe	3.50	3,500.00
160	lin. ft.	24-inch Concrete Pipe	4.75	760.00
20	lin. ft.	18-inch Corrugated Metal Pipe	5.50	110.00
90	lin. ft.	65 [illegible]-inch Arch Type Corrugated Metal Pipe	24.00 ~~20.00~~	2,160.00 ~~1,800.00~~
120	lin. ft.	Salvaging Culvert Pipe	2.00	240.00
210	lin. ft.	18-inch Corrugated Metal Siphon Pipe	6.00	1,260.00
10	cu. yds.	Concrete End Basins	70.00	700.00
1,020	lin. ft.	12-inch Sewer Pipe	2.00	2,040.00
6	only	Concrete Catch Basins	80.00	480.00
40	only	Corrugated Metal Sight Posts	3.50	140.00
7,000	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	2.75	19,250.00
7,000	lin. ft.	Metal Guard Rail, Treated Timber Posts	2.75	(Alternate)
26,000	cu. yds.	Pit-run Cinders in Base	0.75	19,500.00
6,200	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.00	12,400.00
1,300	M-gal.	Sprinkling	2.50	3,250.00
500	cu. yds.	3/4" - 0 Rock in Binder Course	3.25	1,625.00
80	tons	RC-3 Asphalt in Binder Course	42.00	3,360.00
9,600	tons	Class "B" Asphaltic Concrete	6.25	60,000.00

1,000	cu. yds.	Aggregate in Shoulder Oiling	$ 3.50	$ 3,500.00	
22	tons	RS-1 Asphalt in Shoulder Oiling	45.00	990.00	
78	tons	150-200 Asphalt in Shoulder Oiling	42.00	3,276.00	
		Subtotal		~~$310,303.50~~	310,663.50
		10% Engr. & Cont.		~~31,030.35~~	31 066.35
		Total		~~$341,333.85~~	341,729.85

Length of Roadway	3.582 miles
Length of Overcrossing Structure	0.038 mile
Total Length	3.620 miles
Cost per mile, Roadway	~~$95,291.41~~ 95,[illegible]

Federal Funds	~~$205,000.00~~	205,000.00
State Funds	~~136,333.85~~	136,729.85
	~~$341,333.85~~	341,729.85

RECEIVED
JUN 16 1954
FOR FILING

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4033

June 16, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 9, 1954 on Contract No. 4033, Crooked River-Terrebonne Section, in Deschutes and Jefferson Counties, in connection with Federal Aid Project No. SF-123(15).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DRP:eh

RECEIVED
NOV [illegible] 1953
FOR FILING

November 16, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 12, 1953 on Contract No. 4033, Crooked River-Terrebonne Section in Deschutes and Jefferson Counties, in connection with Federal Aid Project No. BF-123 (15).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

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4033

NEW YORK SAN FRANCISCO LOS ANGELES SEATTLE PORTLAND

POPE & TALBOT, INC.
LUMBER DIVISION
CREOSOTING DEPARTMENT
3070 N.W. FRONT AVENUE
PORTLAND 10, OREGON

ESTABLISHED 1849

MILLS AT
ST. HELENS, OREGON
OAKRIDGE, OREGON
PORT GAMBLE, WASHINGTON
CREOSOTING PLANT
ST. HELENS, OREGON
Cable Address
"POTALBOT"

[illegible]
4033

November 13, 1953

Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams, Asst. State Highway Engr.
Reference: Our Order No. 1053-269

Gentlemen:

Following receipt of your letter dated November 2nd, and your revision of our guard-rail post boring details, we have revised same and return two copies herewith for your final approval or corrections.

Your assumption that our cut-off saw is graduated in degrees is correct. The original detailing was a mistake on our part and has been corrected.

We appreciate your notations as to the size of the bolt holes required for the different types of railing.

Thank you for the copies of your current specifications for treated timber guard-rail posts and rail members. These are indeed a welcome addition to our specification file and will be a great help to us in the future.

Yours very truly,

POPE & TALBOT, INC.
CREOSOTING DEPARTMENT

Stephen R Andrus

Stephen R. Andrus
Sales Engineer

SRA:mw

[illegible]

RECEIVED
NOV 16 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 1 0 1953
FOR FILING

RF-123(15)

4323

Referenced To:
Adm.
U.S. Govt
Dept. of Int
B.P.A.

MISC. CONTRACTS and
AGREEMENTS No. 1512

Salem, Oregon
November 6, 1953

File #20778-Bonneville Power Adm.
Crooked River-Terrebonne Section
The Dalles-California Highway
Deschutes County

Mr. R. L. Porter
Right of Way Engineer
Office

Attached hereto for further handling are four fully executed copies of a "Trust Agreement" with Bonneville Power Administration covering relocation of structure on Crooked River-Terrebonne Section of The Dalles-California Highway in Deschutes County.

One fully executed copy of the above Agreement has been retained in this office for the Commission's files.

Yours very truly,

Secretary

rn
Attach: 4

REFERRED TO
Givens
BY SECRETARY

to file

FORM E-90 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1953

AGENDA
OCT 29 1953

4

SUBJECT: File #20778-Bonneville Power Adm.
Crooked River-Terrebonne Section
The Dalles-California Highway
Deschutes County

To:

H. B. Glaisyer, Secretary
State Highway Commission
BUILDING

Herewith the Trust Agreement for the Commission's signature covering a trust fund of $2,400.00 which was approved by the Commission under Resolution #156 - September 24, 1953.

R. L. PORTER
Right of Way Engineer

By: E. F. Chidsey
E. F. CHIDSEY
Ass't. Right of Way Engineer

EFC:pg

Attachment

AUTHORIZED BY [illegible] COMMISSION
DATE Sept. 24-25 Right of Way Resolution Pg. 57 of Minutes
Secretary

5 copies [illegible]

4

RECEIVED
NOV 3 1953
FOR FILING

CF 13(1)

4033

November 3, 1953

Rogers Construction Co.
11750 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4033, which was awarded to you on October 14, 1953 by the State Highway Commission, covering the Crooked River-Terrebonne Section of the The Dalles-California Highway in Deschutes and Jefferson Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 3 1953
FOR FILING

November 2, 1953

Pope & Talbot, Inc.
Creosoting Department
3070 N. W. Front Avenue
Portland 10, Oregon

ATTENTION: Mr. Stephen R. Andrus,
Sales Engineer

Gentlemen:

With reference to your order 1053-269, furnishing treated timber guard rail posts on our Crooked River-Terrebonne Grading and Paving Project, The Dalles-California Highway, Deschutes County, our Contract No. 4033, we return herewith one copy of your blueprint fabrication details.

I have checked your plan and made corrections and notes thereon, as indicated in red pencil. Not in agreement with specifications is the cut-off slope for top of post, which is specified to be 10 degrees on advise that cut-off saws are usually marked in degrees.

The notations for bolt hole sizes are for your guidance in providing properly sized holes for the four presently acceptable flush-mounting types of guard rail. Tuthill bracket BG-30-N as originally designed is not acceptable, hence the addition of the work "modified." These notations in no way affect the fabrication of the posts for the subject project.

We enclose herewith for your future reference and convenience two copies of our current standard specification for treated timber guard rail posts and one copy of current special provisions covering acceptable guard rail members.

Correction of your fabrication detail to provide proper post top slope will bring it in conformance to our specifications for the project currently involved.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

c.c.: H. G. Smith

VGO'N:tp

Encl.

NEW YORK SAN FRANC LOS ANGELES EATTLE PORTLAND

POPE & TALBOT INC.
ESTABLISHED 1849

POPE & TALBOT, INC.
LUMBER DIVISION
CREOSOTING DEPARTMENT
3070 N.W. FRONT AVENUE
PORTLAND 10, OREGON

MILLS AT
ST. HELENS, OREGON
OAKRIDGE, OREGON
PORT GAMBLE, WASHINGTON
CREOSOTING PLANT
ST. HELENS, OREGON
Cable Address
"POTALBOT"

October 30, 1953

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Virgil O'Neil
Specifications Engineer

Gentlemen:

Reference: Our order 1053-269

We are enclosing two copies of fabrication details for the treated guard rail posts on the Crooked River-Terrebonne Section, The Dalles-California Highway.

Will you please return one copy with your corrections or approval.

Very truly yours,

POPE & TALBOT, INC.
CREOSOTING DEPARTMENT

Stephen R Andrus

Stephen R. Andrus,
Sales Engineer

SRA/ed
enc. 2

RECEIVED
[illegible] 1953
OREGON
STATE HIGHWAY COMMISSION

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NOV 20 1953
FOR FILING

RP-133()

AGENDA
OCT 29 1953

3a-4

October 14, 1953

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on September 25 accepted your proposal for grading and paving on the Crooked River-Terrebonne Section of The Dalles-California Highway in Deschutes County for the sum of $250,212.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4033.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

md

cc - Mr. W. M. Franzwa
Mr. H. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis

ER

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 14, 1953
9:00 a.m.

Rogers Construction Co.
11760 N.E. Glisan Street
Portland, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Crooked River-Terrebonne Section of The Dalles-California Highway in Deschutes County for which you submitted low bid on September 25. Contract forms will be mailed you shortly for execution.

OREGON STATE HIGHWAY COMMISSION
By Floyd Query, Assistant Secretary

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

Very truly yours,

CGPolk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
OCT 15 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1953
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 14, 1953

BF-123(15)

4033

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BF-123(15), Crooked River-Terrebonne Section of The Dalles-California Highway, we hereby concur as of this date in award of Contract No. 4033 to Rogers Construction Company of Portland, Oregon, low bidder in the amount of $250,212.00 at the September 25, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
OCT 15 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 16 1953
FOR FILING

EF-123(15)

40[illegible]

October 14, 1953

NOTED
W. C. WILLIAMS

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Crooked River-Terrebonne Section of The Dalles-California Highway in Deschutes County, Project EF-123 (15), to the Rogers Construction Co. of Portland, Oregon, on the basis of the bid of $250,212.00 submitted on September 25, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. M. Stiffler
Assistant State Highway Engineer

SHP:eg

FORM E-30 25M 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1953

SUBJECT: Crooked River-Terrebonne Section
The Dalles-California Highway
Deschutes County
FA Proj. No. BF-123 (15)

To: Mr. W. C. Williams
Ass't. Highway Engineer
OFFICE

PLEASE RETURN TO
W. C. WILLIAMS

All rights of way on the above project have now been acquired and as far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

REFERRED TO
Prokat
State Highway Engineer

go ahead and award if everthing is in the clear and if Polk approves.
RHB

NOTED
W W STIFFLER

FORM E-30 25M 9-51 92319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1953

SUBJECT: Crooked River-Terrebonne Section
The Dalles-California Highway
Deschutes County
FA Proj. No. BF-123 (15)

To: Mr. W. C. Williams
Ass't. Highway Engineer
OFFICE

PLEASE RETURN TO
W. C. WILLIAMS

All rights of way on the above project have now been acquired and as far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

REFERRED TO
Probert
State Highway Engineer

go ahead and award if everything is in the clear and if Polk approves.
RHB

NOTED
W W STIFFLER

RECEIVED
SEP 29 1953
FOR FILING

[illegible]
4033

Sept. 30, 1953

County Court of Deschutes County
Court House
Bend, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Deschutes County a fully executed copy of an agreement between the State Highway Commission and Deschutes County covering the closing, relocation and handling of county roads made necessary by the construction of the Crooked River-Terrebonne Section of the The Dalles-California Highway in Deschutes County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
SEP 29 1953
FOR FILING

September 28, 1953

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on September 25, 1953 accepted your bid in the amount of $250,212.00 (using wood posts) for grading and paving 3.58 miles on the Crooked River-Terrebonne Section of The Dalles-California Highway north from Terrebonne in Deschutes County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franswa, SIAC

RECEIVED
OCT 1 1953
FOR FILING

BF-123(1)
4033

B.F. 123

4507

MISC. CONTRACTS and AGREEMENTS No. 1424

Salem, Oregon
Sept. 30, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of a throughway agreement with Deschutes County covering the Crooked River-Terrebonne Section of the The Dalles-California Highway.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Deschutes County.

Yours very truly,

Secretary

FH
Attach: 1

REFERRED TO
Query
BY SECRETARY
to file

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23, 1953

SUBJECT: Assignment #4507

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer

Enclosed are three copies of a throughway agreement covering the Crooked River-Terrebonne Section of the The Dalles-California Highway. Two copies have been executed by the Deschutes County Court and are now ready for presentation to the Highway Commission.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

Bid to be received 9-25-53

project AUTHORIZED BY HIGHWAY COMMISSION
DATE

A

No. 4507
By WCW

ASSIGNMENT

Date: **September 16, 1953**

Description: **Letter of September 15 by Tom Reeder enclosing 7 copies of proposed agreement between State and Deschutes Co. covering closing, relocation and handling of county roads made necessary by construction of Crooked R.-Terrebonne Section**

Acknowledged by _____ Referred to ____Cattrall______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature

RETURN TO
C. WILLIAMS

Assignment executed 9-23-53 Report received ________

Remarks: **For execution by County, if ok.**
WCW

Dear Mr. Williams:

Herewith you will find the original and six copies of the proposed form of agreement to be entered into by and between the State and Deschutes County, covering the closing, relocation and handling of county roads made necessary by the construction of the Crooked River-Terrebonne Section of the The Dalles-California Highway in Deschutes County as a throughway.

You will note that only the original has a map attached thereto. Therefore, the County-City Relations Division should attach additional maps as exhibits to all other copies of the agreement used and mark the same Exhibit "A".

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:smk
Enc.

RECEIVED
SEP 16 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 9-51 92318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1953

SUBJECT: THROUGHWAY AGREEMENT

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

Herewith you will find the original and six copies of the proposed form of agreement to be entered into by and between the State and Deschutes County, covering the closing, relocation and handling of county roads made necessary by the construction of the Crooked River-Terrebonne Section of the The Dalles-California Highway in Deschutes County as a throughway.

You will note that only the original has a map attached thereto. Therefore, the County-City Relations Division should attach additional maps as exhibits to all other copies of the agreement used and mark the same Exhibit "A".

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Thomas J Reeder

THOMAS J. REEDER
Assistant Attorney

TJR:smk
Enc.

RECEIVED
SEP 16 1953
OFFICE OF
STATE HIGHWAY ENGINEER

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BF-123

September 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project BF-123 (15) Crooked River-Terrebonne section of The Dalles-California Highway. This is to authorize your advertisement for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

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FOR FILING
FORM E-30 37,000 4-53
FI-123(13)

4033

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Attached is a suggested letter to the Legal Division requesting preparation of a throughway agreement covering the Crooked River-Terrebonne Section project. The points of access and closure are as suggested by the Right of Way Division and have been verbally approved by the Deschutes County Court.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

RECEIVED
SEP 1 1953
FOR FILING

Const
R/W
The Dalles Clif

7-31-53

Materials for Crooked River-Terrebonne

NOTED
W. C. WILLIAMS

Cinder Base. Rock in levelling course-binder course-shoulders and aggregates.

8/31/53

AUG 31 1953

RECEIVED
JUL [illegible] 1953
FOR FILING

[illegible]-Calif.

July 10, 1953

Mr. Fred W. Baer, Manager
Redmond Chamber of Commerce
632 South Sixth Street
Redmond, Oregon

Dear Mr. Baer:

Reference is made to your letter of July 8, 1953 directed to Mr. Ben R. Chandler, Chairman of the State Highway Commission, in which you inquire as to the plans of the Commission with respect to construction of the Terrebonne-Crooked River Bridge Section of U. S. 97.

Your understanding that the Highway Commission has committed $400,000 of State Highway Funds to finance this particular project is correct; however, I must point out that this money is part of the money that the Commission expects to get from the sale of the $32,000,000 of Highway Bonds that were authorized by the 1953 Legislature, and when the construction of the project is undertaken, it will depend on the sale of the bonds. Presently the Commission expects to receive bids for the purchase of the bonds on August 6, 1953, and if the bonds are sold at that time, possibilities are that the Terrebonne-Crooked River Bridge Project will be advertised for bids to be received shortly thereafter.

I trust that this gives you the information that you desire.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

REDMOND *Chamber of Commerce*

- POWER CENTER
- FARMING CENTER
- TRANSPORTATION CENTER
- POPULATION CENTER

Of Central Oregon

632 SOUTH SIXTH STREET
REDMOND, OREGON

July 8, 1953

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission,
Salem, Oregon

Dear Mr. Chandler:

On August 19, 1952 a group of Central Oregon people appeared before the Oregon State Highway Commission with briefs and pictures relative to U. S. 97 between Terrebonne and the Crooked River High bridge. This delegation was assured that this particular stretch of highway was on the agenda.

Since the August meeting there have been several survey crews working on this particular road, and it is the understanding of several of the Central Oregon Chambers of Commerce that an appropriation of some $400,000 has been allocated to do the work which we requested.

Our chamber of commerce is very much interested in the date that the proposed contract will be let for the improvement of this part of U. S. 97, and when the work is to be started. We view with considerable alarm the rising rate of accidents which are occuring on this stretch of road. Since the August meeting there have been twenty accidents with forty-two persons seriously hurt and one fatality.

We appreciate the good work the Oregon Highway Commission is doing. We realize, too, that each highway construction job must have its place on the agenda, but we sincerely hope that your Commission will be able to place the bids for work on U. S. 97 between Terrebonne and the High Bridge at the very earliest possible time.

Thank you very kindly for your attention to this letter.

Yours very truly,
REDMOND CHAMBER OF COMMERCE
Fred W. Baer
By: Fred W. Baer, Manager

ANSWERED
H. B. GLAISYER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Crooked River-Terrebonne   Highway: The Dalles-California

County: Deschutes   Prefix: 9-7488-900   Res. Engr.: Lowell [illegible]. Stratton

Length of Project: 3.5 miles   Stations: 930+71.65 to 1114+00

The recommended total thickness of base course plus wearing surface for an AC type surfacing is as follows:

Station 930+71.65 to 976+00 - 16 inches
" 976+00 to 1084+50 - 10½ "
" 1084+50 to 1114+00 - 15½ "

Design data is attached.

Submitted by ______________
Soils Engineer

Recommended by ______________
Construction Engineer

Recommended by G W Harra
Engineer of Materials

Approved by ______________
Ass't. State Highway Engr.

cc
Ass't. State Highway Engineer ✓
Construction Engineer
Engineer of Materials
Division Engineer (W. L. Chandler)
Resident Engineer (Lowell Stratton)
Office Engineer
Soils Engineer

6/24/53

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Crooked River-Terrebonne

Highway: The Dalles-California

County: Deschutes

Prefix: 9-1488-900

Res. Engr.: Lowell M. Stratton

Length of Project: 3.5 Miles

Stations: 930+71.65 to 1114+00

Location		Soil Characteristics					Required Thickness		
		% Pass			R	%		Traffic	
Station	Depth	200	LL	PI	Value	Silt	Light	Medium	Heavy
L^2 933+00		46.5	29	0	65	24.3			9½"
L^2 952+50	0 - 3'	50.0	20	0	64	24.8		8½"	9½"
L^2 962+50	0 - 1.5'	48.4	19	0	69	21.8		8½"	9½"
L^2 980+00	0 - 3'	50.0	20	0	64	24.8		8½"	9½"
L^2 1032+00	0 - 4'	39.5	22	0	65	18.8		8½"	9½"
L^2 1089+90		45.4	17	0	21	19.8			20½"
L 1092+00		34.2	19	0	72	16.3			9½"
L 1116+50		28.4	32	0	77	15.7			9½"

6/24/53

RECEIVED
JUN 24 1953
FOR FILING

Const
R/W
The Dalles - Calif

June 22, 1953

Oregon State Highway Commission

Gentlemen:

I attach hereto a sketch map on which is indicated the relocation of the Crooked River-Terrebonne Section of The Dalles-California Highway. You will note that the new location eliminates the two excessively sharp curves in the existing highway near the Crooked River Bridge. At a point about one mile north of the bridge the new line crosses over the railroad track and follows the existing alignment to Terrebonne, where a new routing has been selected to by-pass the narrow street through the town.

An amount of $400,000 has been allocated from the $32,000,000 bond issue for the financing of this project, and it is recommended that you approve the survey so that the necessary rights of way may be acquired.

This matter will be on the next agenda.

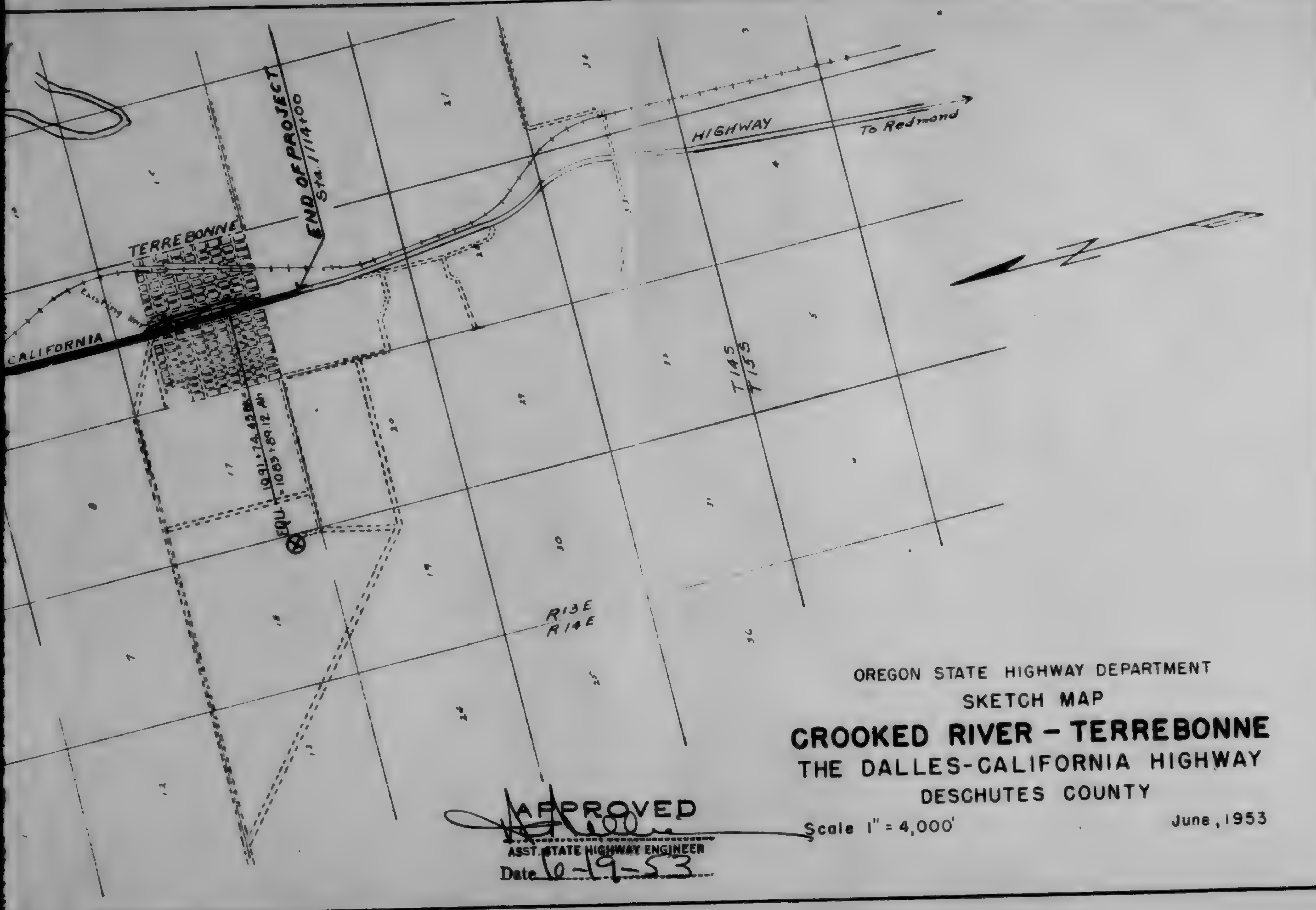
Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

WCW:me fp



OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

CROOKED RIVER – TERREBONNE

THE DALLES-CALIFORNIA HIGHWAY

DESCHUTES COUNTY

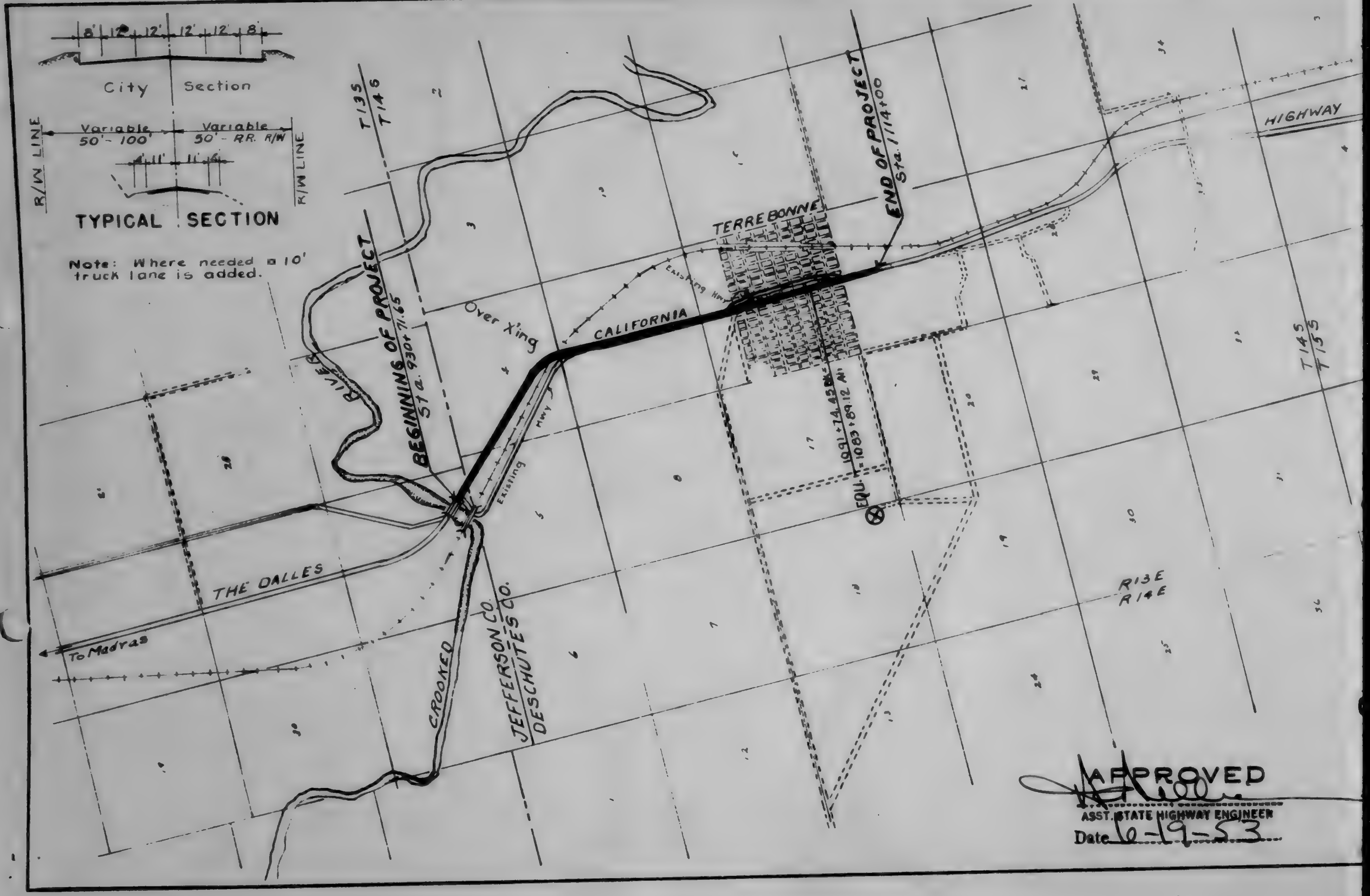
Scale 1" = 4,000'

June, 1953

APPROVED

ASST. STATE HIGHWAY ENGINEER

Date 6-19-53



APPROVED

ASST. STATE HIGHWAY ENGINEER

Date 10-19-53

21-1/03 "D" River Dolphins 1[illegible]

4034

A

RECEIVED
NOV 16 1956
FOR FILING

[illegible]

November 16, 1956

Mr. Lyle Bartholomew
3335 Pringle Road
Salem, Oregon

Dear Sir:

Mr. Walker has informed me that you called him regarding the agreement signed by the City of Delake referring to responsibility in maintaining of the channel to the "D" River at the site of the dolphins which were installed under a State Highway contract. Following is an excerpt from this agreement:

"The City of Delake assumes the obligation and responsibility of removing, or causing to be removed, at its sole expense, all sand or gravel deposited in the "D" River within fifty feet of each side of said dolphins so as to keep the channel of the "D" River at this location at its present depth, elevation of nine feet, U.S.G.S. datum."

The agreement was signed on the 13th day of October, 1953.

Very truly yours,

W. C. Williams
State Highway Engineer

By

W. N. Stiffler
Assistant State Highway Engineer

See Maint Hwy [illegible] Lincoln City 1969

Files

21-16[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 2, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4034	4-final	C. J. Eldon	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10557	R-95404	$ 971.10	6/1/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1954

Time Extensions: to April 1, 1954 without penalty

Completion Date: March 17, 1954

Date Accepted: April 1, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-2-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Assistant Secretary

Warrant Mailed: [illegible] 1954
aaw

NOTED ON CARD
6-3-53

April 14, 1954

United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 14, Wash.

Gentlemen:

State Highway Contract No. 4034 for construction of "D" River Dolphins on the Oregon Coast Highway in Lincoln County was completed by the contractor, C. J. Eldon, on March 17 and was formally accepted by the Highway Commission on April 1, 1954.

Final payment in the amount of $971.10 will be released to the contractor on or after April 24, 1954. The total contract amount is $5,216.40, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

Portland Branch Office

NOTED ON CARD

4-14-54

[illegible]

[illegible]

[illegible] 21, 19[illegible]

R. H. Baldock, State Highway Engineer,
[illegible], Assistant State Highway Engineer,
Salem, Oregon.

Re: [illegible]

Gentlemen:

We have the acknowledgement your letter dated [illegible], advising that Mr. Robin Reed had given you a copy of his letter to us setting forth alleged damages and possible claims occasioned by the work on the above project.

Be advised that we rented and paid him for using his property to approach the work after it became evident that the sub-contractor could not do it from the beach.

That rental agreement contained the conditions to obtain in the handling of the work. It provided for the driving of stub-piling through his embankment to get our driving derrick over his broken wall. It included the privilege of storing our materials and equipment on the property. When the work was finished and we moved away we were to remove or cut-off the stub-piling and level up any cuts or excavations that we had made.

We inspected the premises yesterday, the writer and four other men, and found that everything had been done, even in better shape, than when we went onto the property.

We stand ready to defend any claim for damages or otherwise that Mr. Reed cares to institute.

In the meantime you hold our bonds for this work which protects the State Highway Commission. Until Mr. Reed actually files a definite claim alleging specific damages, we can see no valid reason for not releasing payment for the work.

Very truly yours,

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]
State Highway Engineer

By

[illegible]
Assistant State Highway Engineer

[illegible]

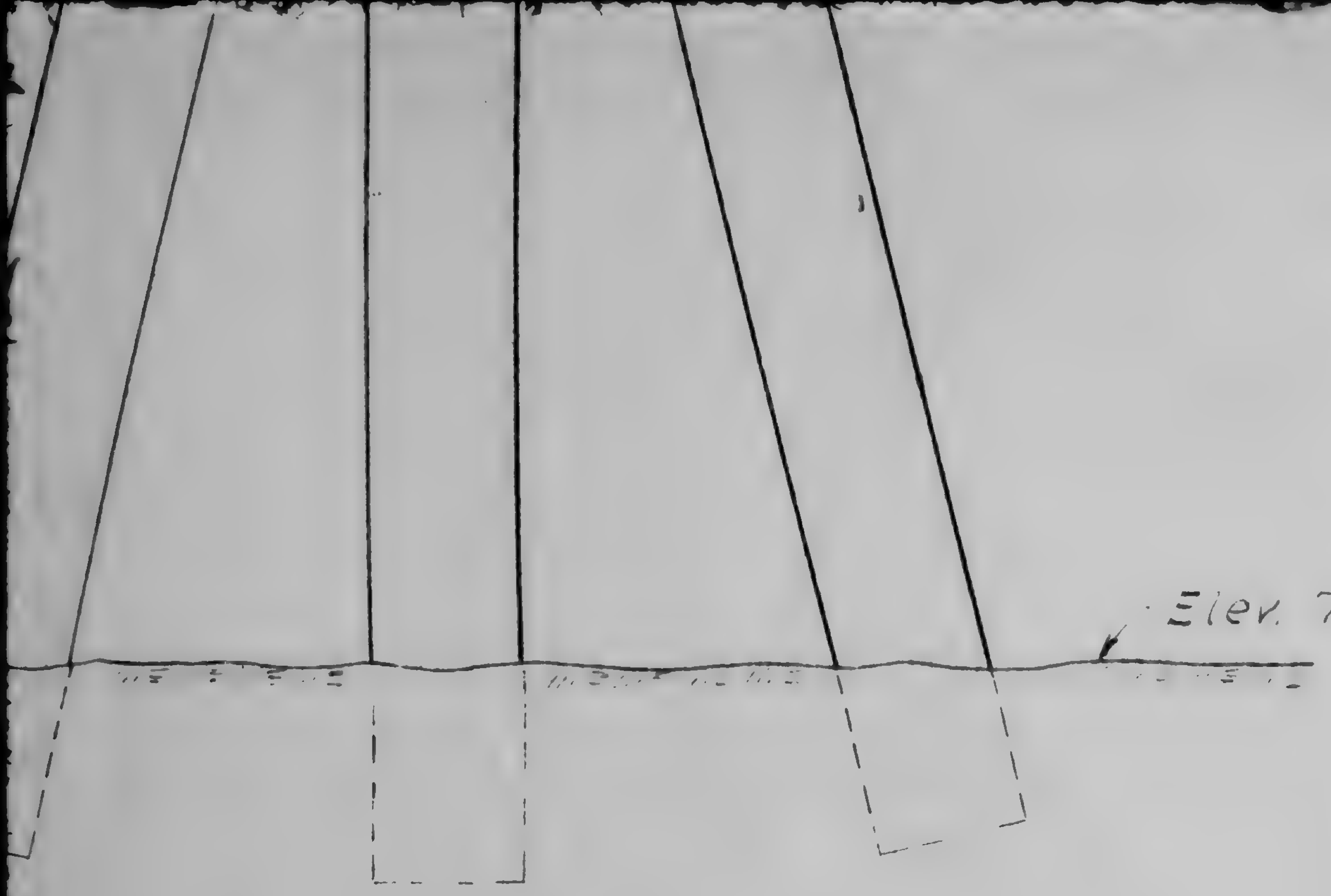
cc [illegible]

[illegible]

Agenda Item 12. [illegible] approval for construction of [illegible] [illegible] line of Pacific [illegible] across the mouth of [illegible] River in Lincoln County. Estimated cost [illegible]

also

Consider entering into agreement with City of [illegible] covering City's obligation and expense [illegible] removal of sand or gravel deposited within 50 [illegible] of the [illegible]. [If approved, sign agreement.]



ELEVATION

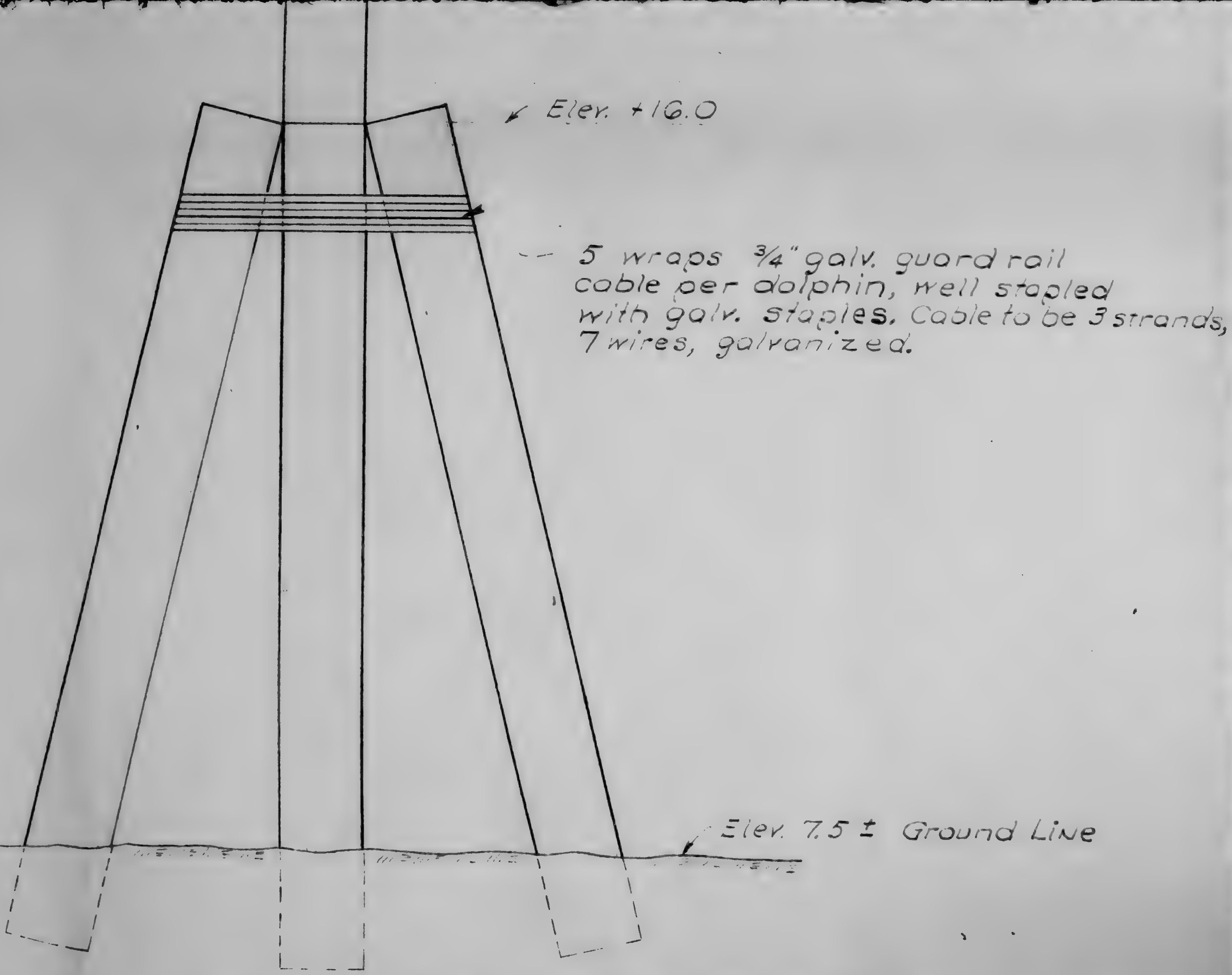
SCALE 3/4" = 1'-0"

OREGON
STATE HIGHWAY COMMISSION
"D" RIVER DOLPHINS
OREGON COAST HIGHWAY — LINCOLN COUNTY
PLAN & ELEVATION

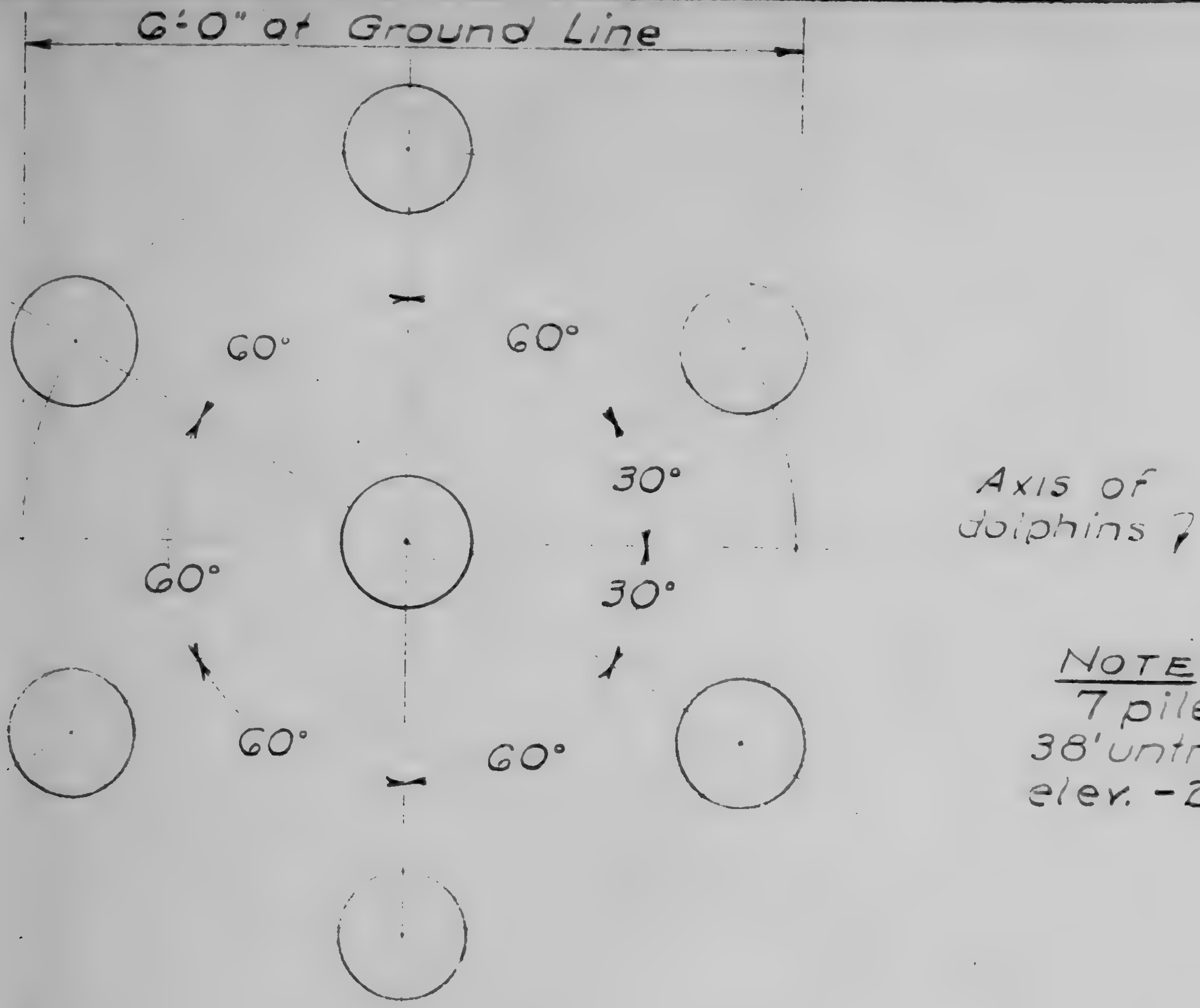
SCALE NOTED
SEPT. 8, 1953

DRAWN BY F.G.

SHEET 1
BRIDGE No. 922 A
DWG. No. 11064



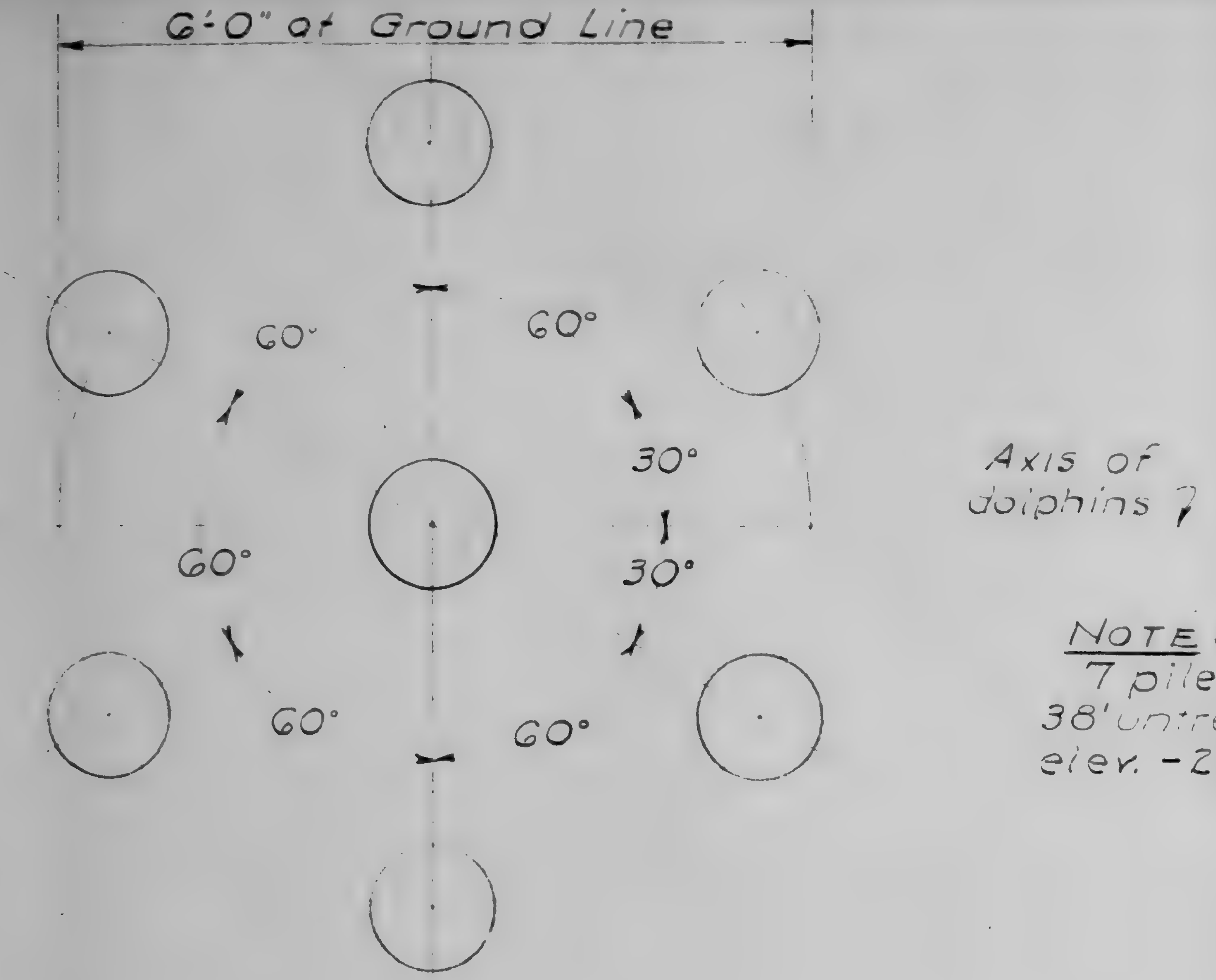
5 wraps 3/4" galv. guard rail cable per dolphin, well stapled with galv. staples. Cable to be 3 strands, 7 wires, galvanized.



NOTE:
7 pile dolphins, all piling
38' untreated and jetted to a
elev. -20: Min. tip dia to be 9

PLAN AT GROUND LINE ELEVATION

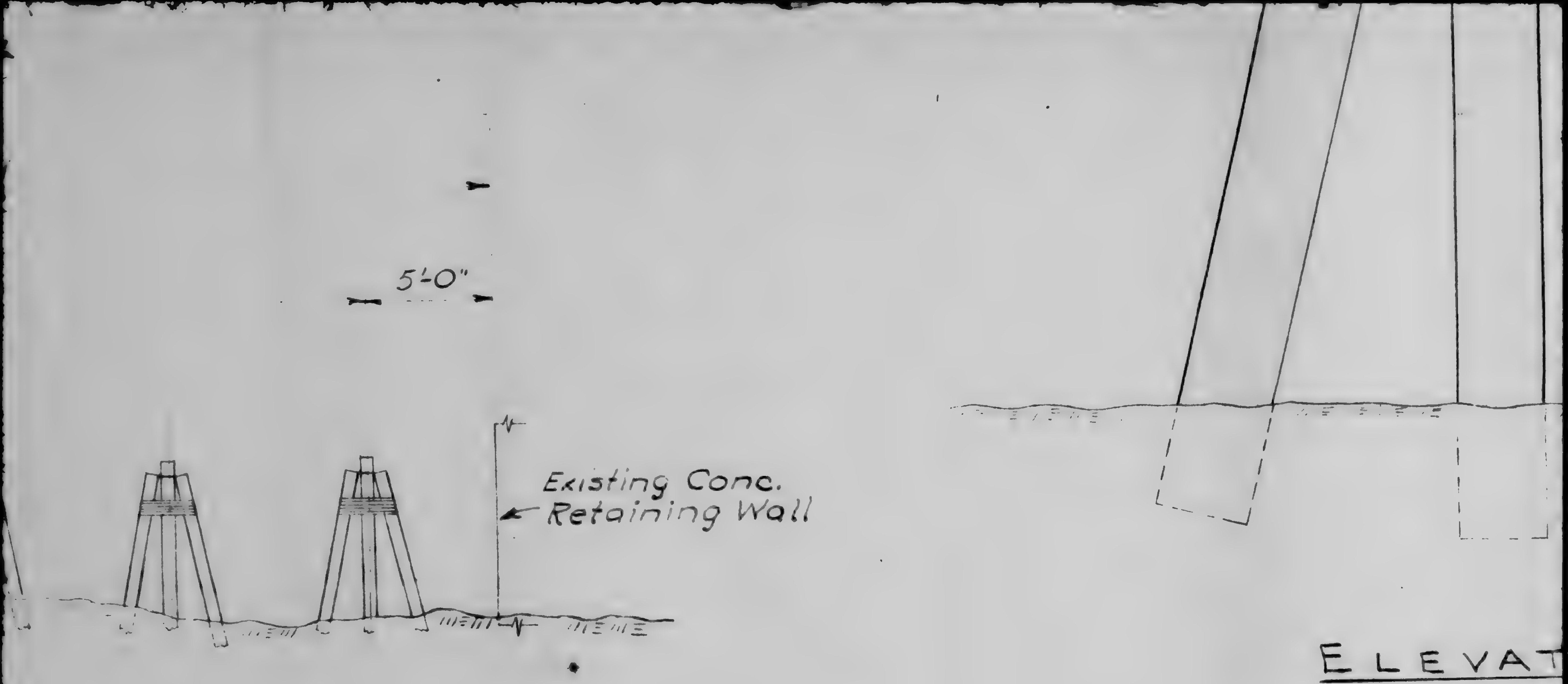
Elev. +18.0



NOTE:
7 pile dolphins, all piling 38' untreated and jetted to approx. elev. -20. Min. tip dia to be 9."

PLAN AT GROUND LINE ELEVATION

Elev. +18.0



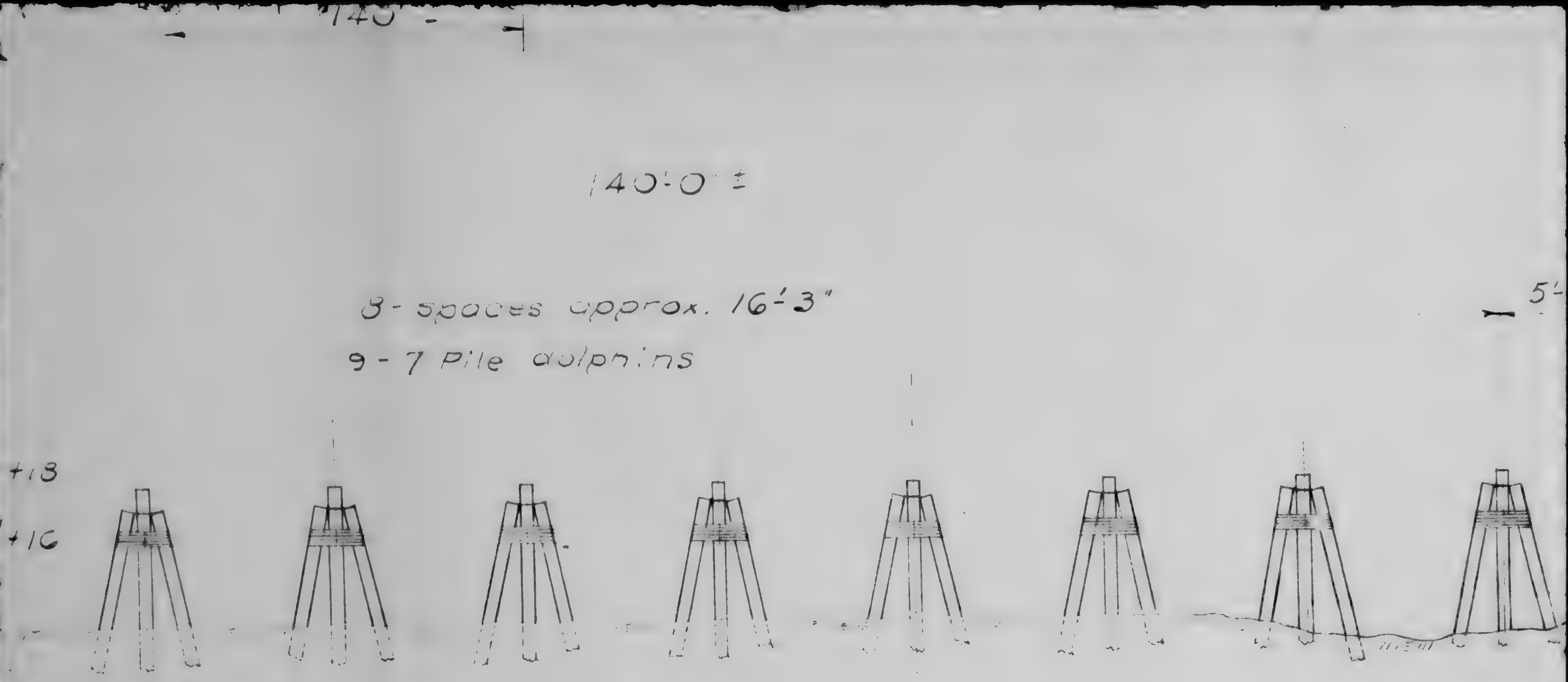
ELEVAT

SCALE 3/4

APPROVED:

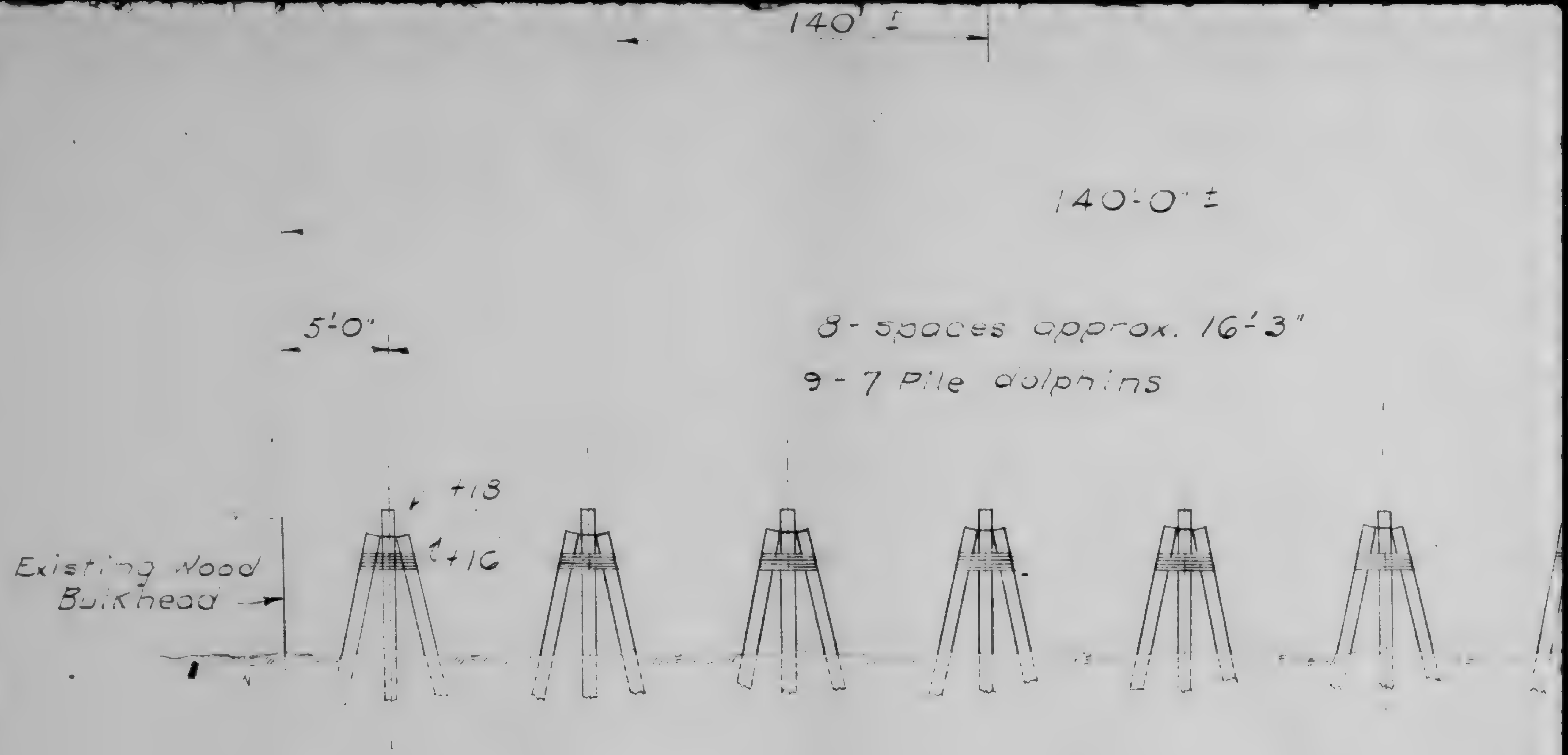
BRIDGE ENGINEER

STATE HIGHWAY ENGINEER



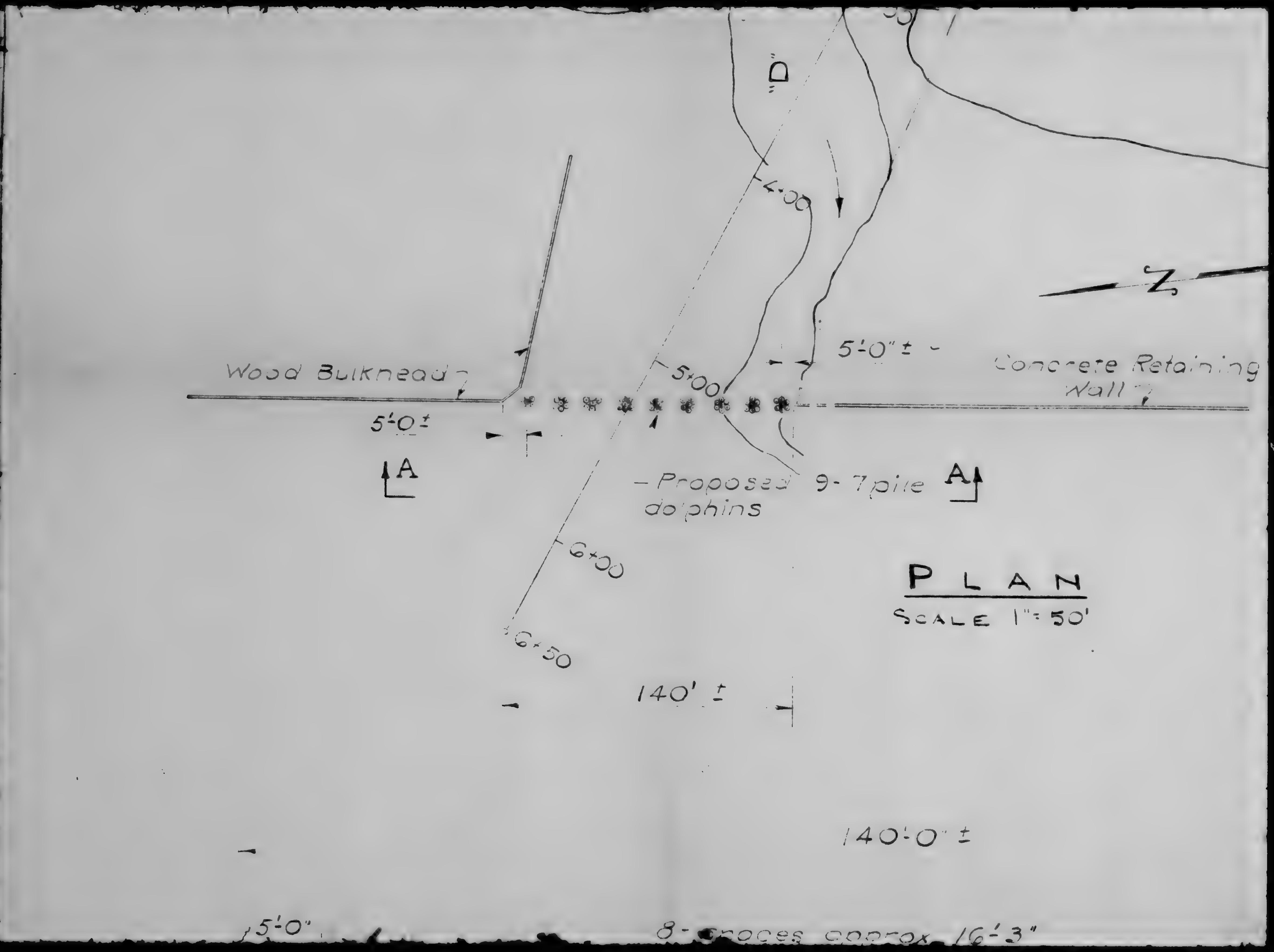
ELEVATION AT "A-A"

SCALE 1" = 10'



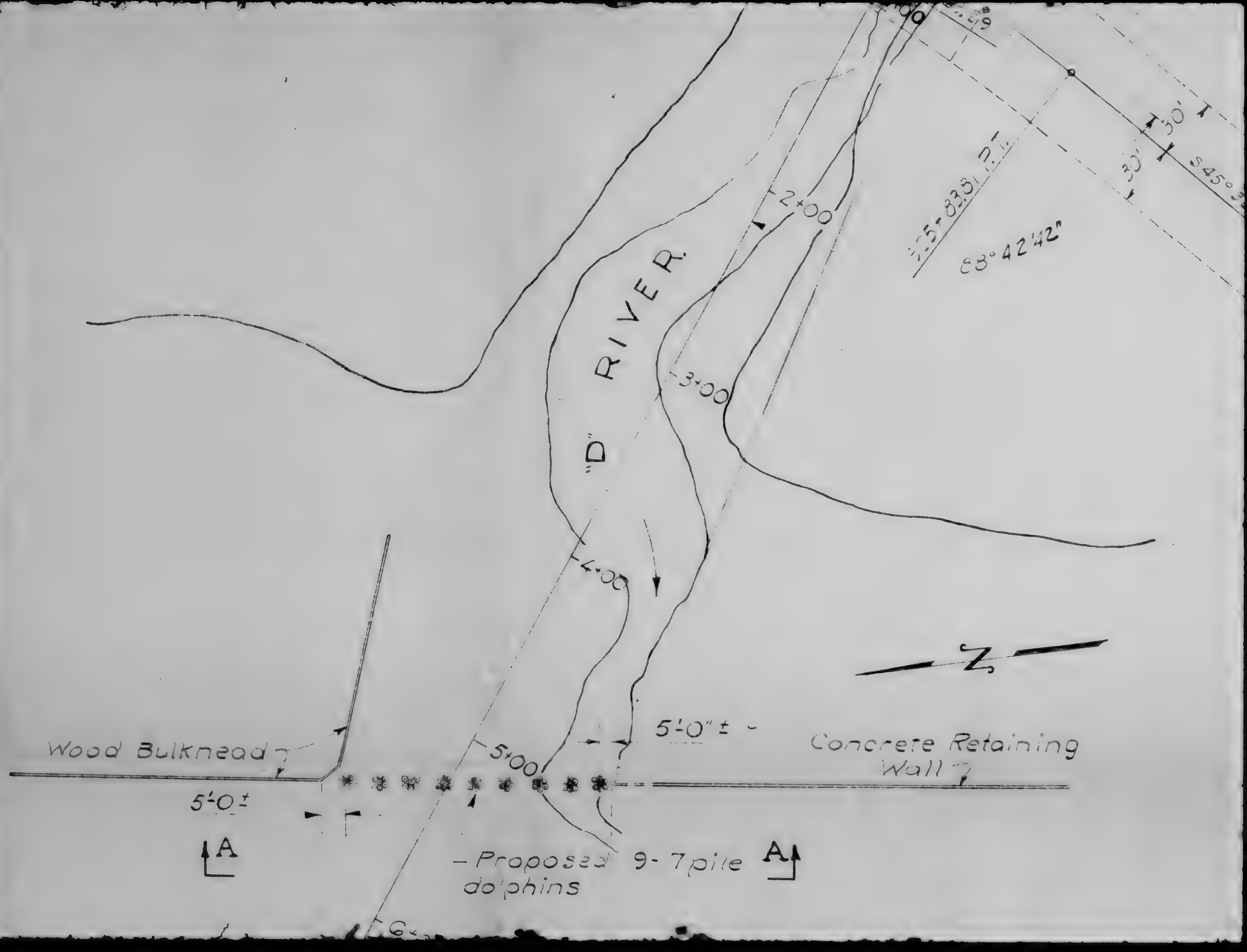
ELEVATION AT "A-A"

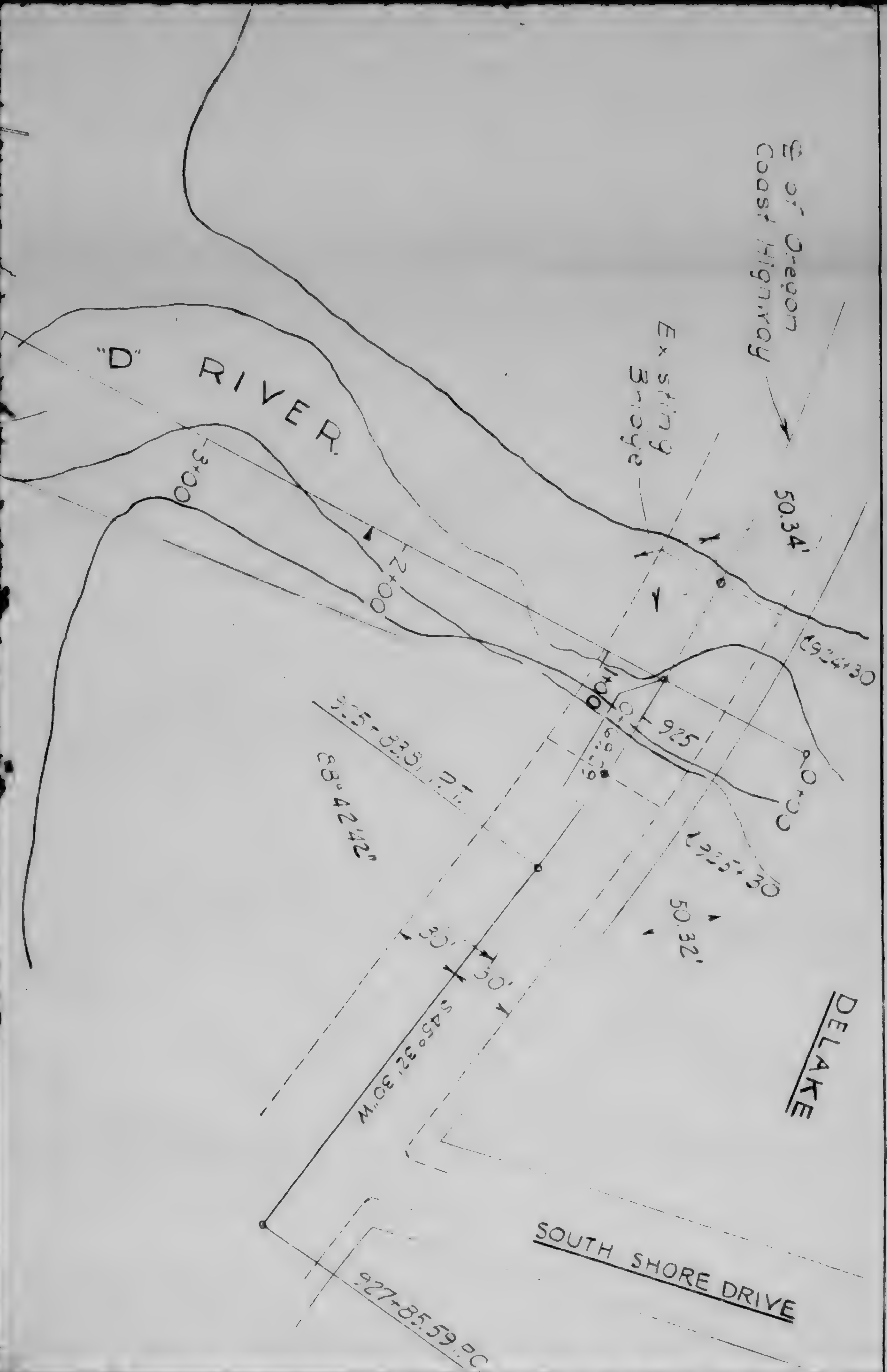
SCALE 1"=10'



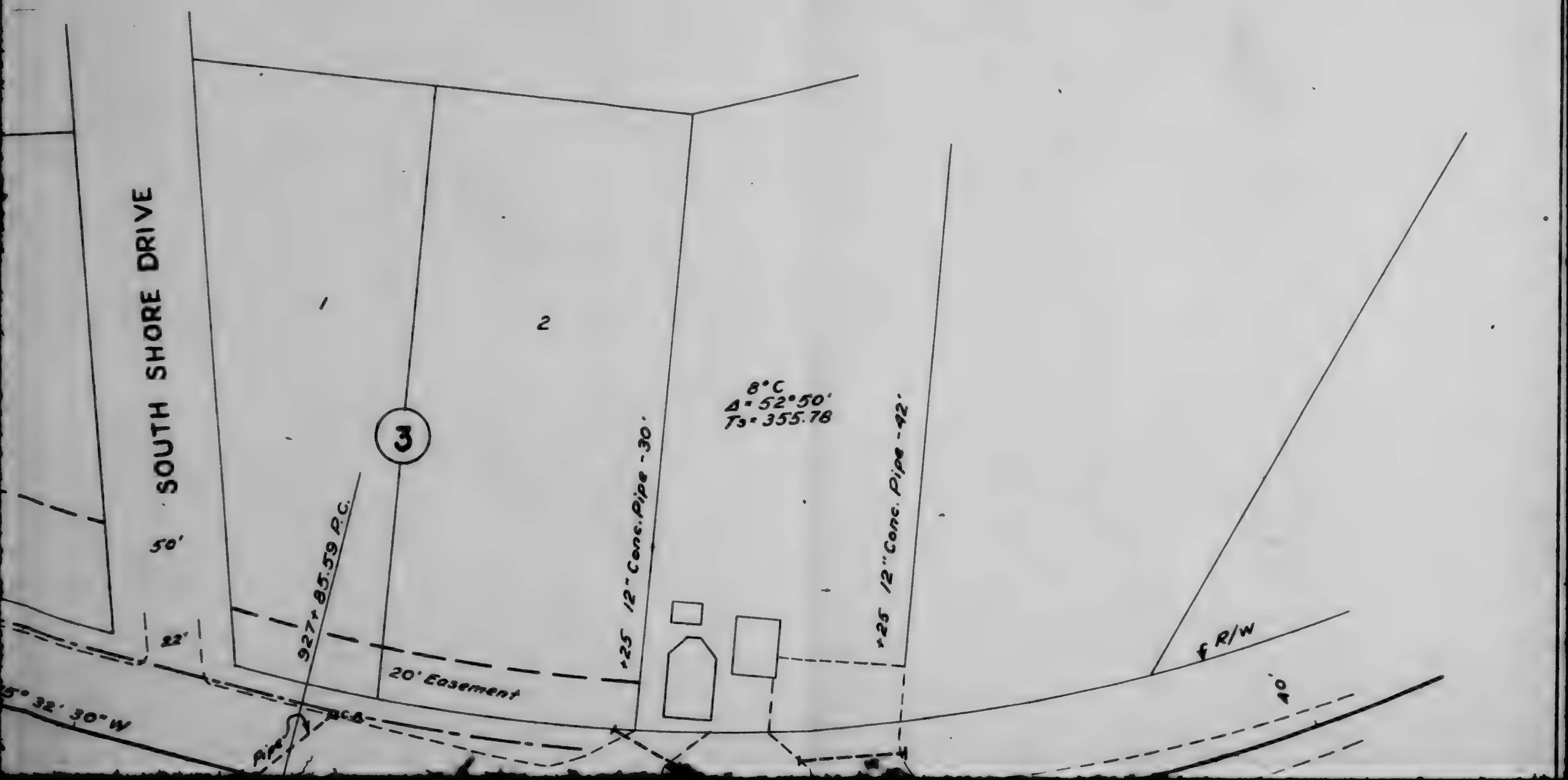
PLAN

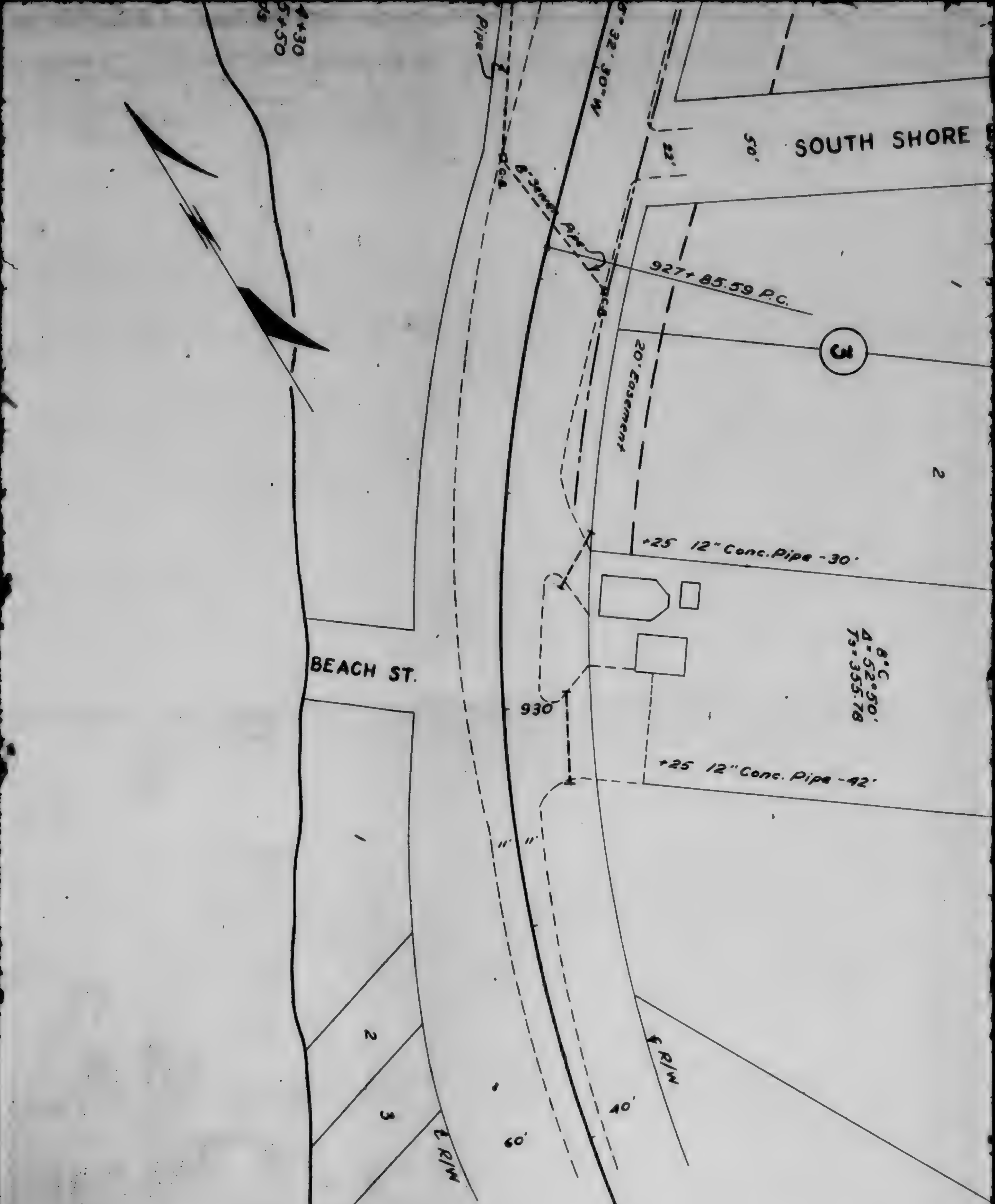
SCALE 1" = 50'

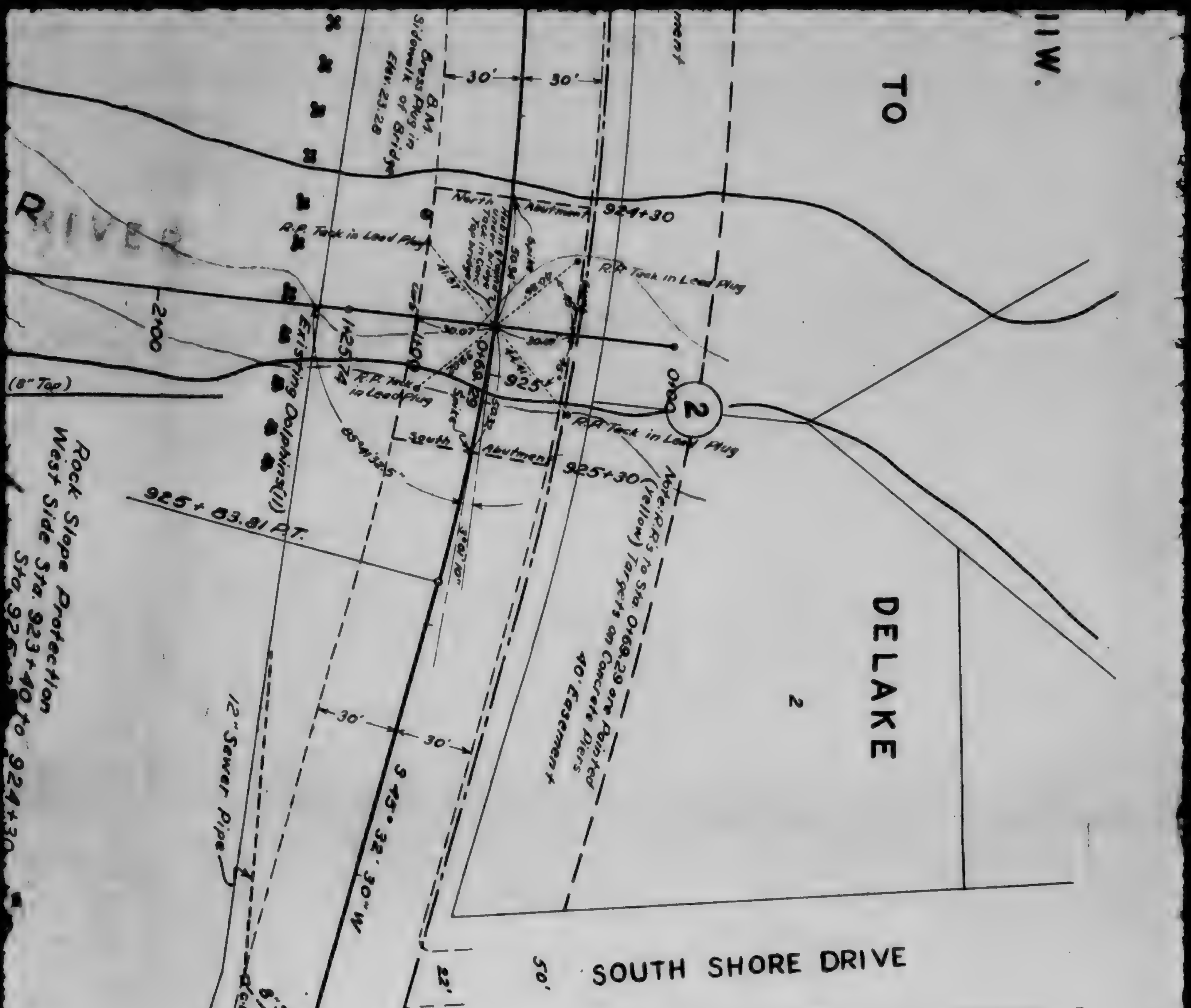

"D" RIVER
2+00
3+00
4+00
5+00
6+
5+83.81 P.T.
88°42'42"
30'
30'
S45°
Z
5'-0"±
Concrete Retaining Wall
Wood Bulkhead
5'-0±
A
A
Proposed 9-7 pile dolphins


℄ of Oregon Coast Highway
Existing Bridge
50.34'
"D" RIVER
3+00
2+00
1+00
0+00
924+30
925
925+83.31 P.T.
68°42'42"
925+30
50.32'
30'
30'
S 45°32'30" W
DELAKE
SOUTH SHORE DRIVE
927+85.59 P.C.

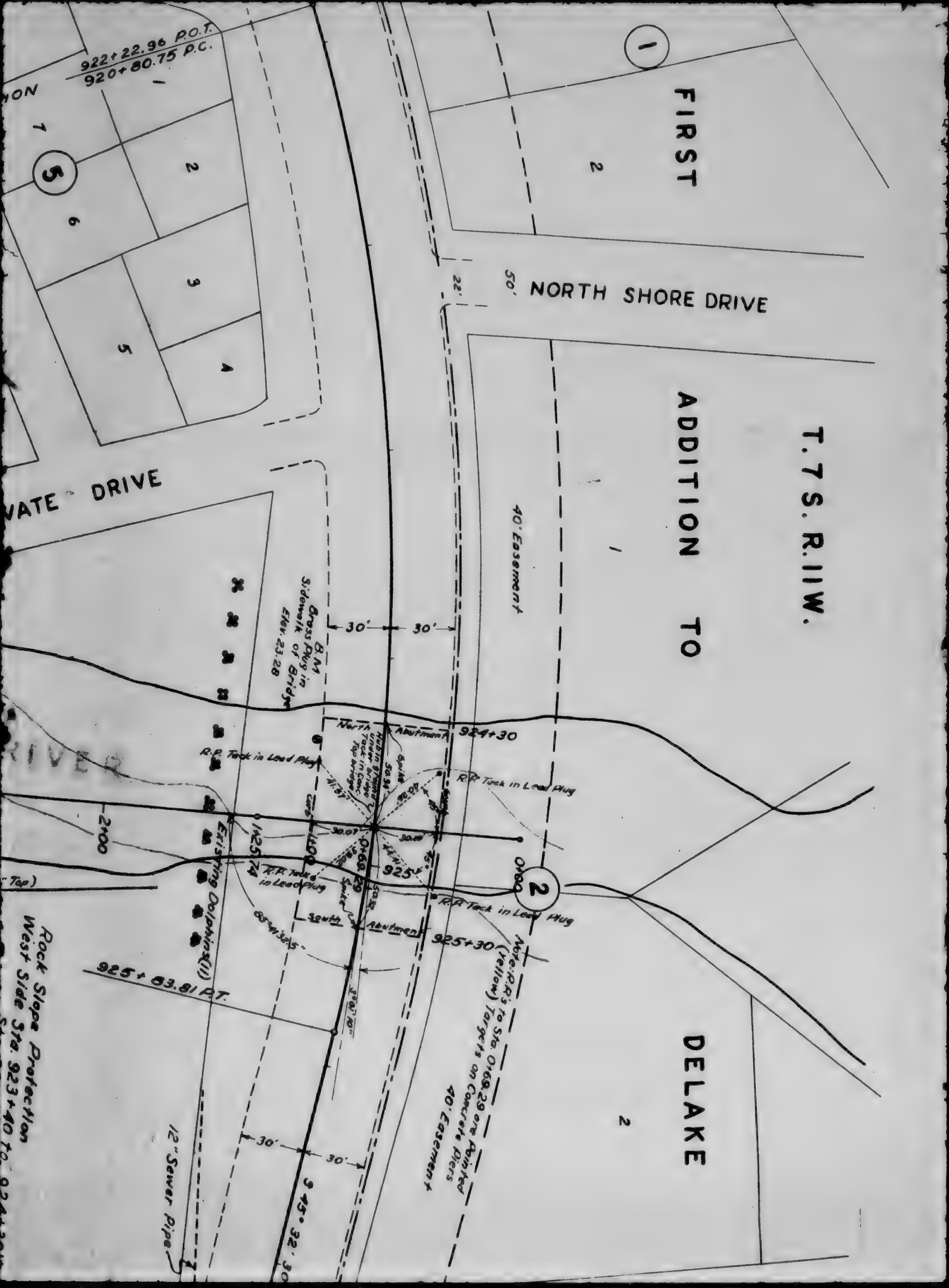
OREGON STATE HIGHWAY DEPARTMENT
"D" RIVER WEST OF STATE HIGHWAY BRIDGE
STA. 924+80
OREGON COAST HIGHWAY
LINCOLN COUNTY
VICTOR D. WOLFE ~ Loc. Eng'r. AUGUST 24, 1953

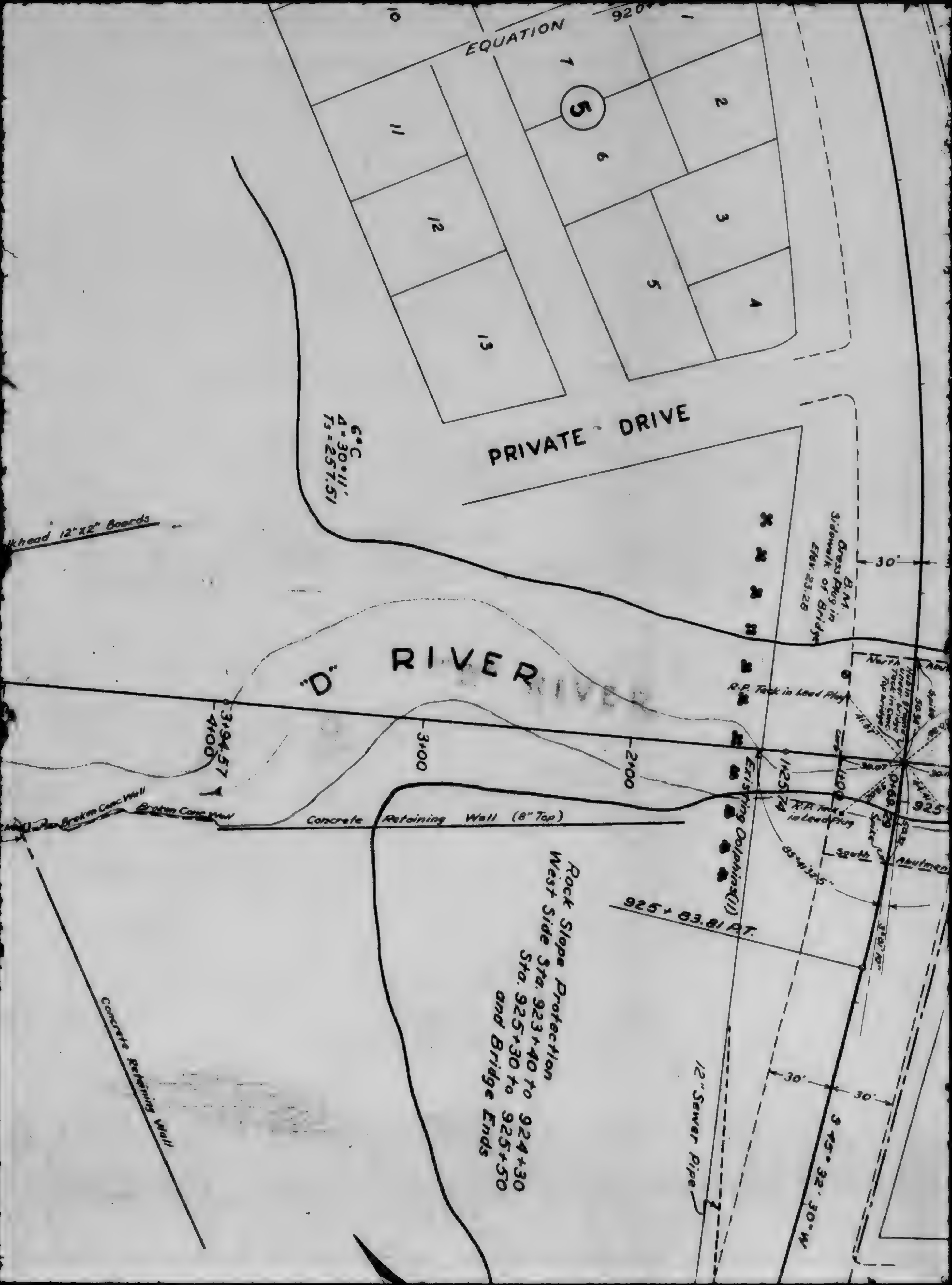


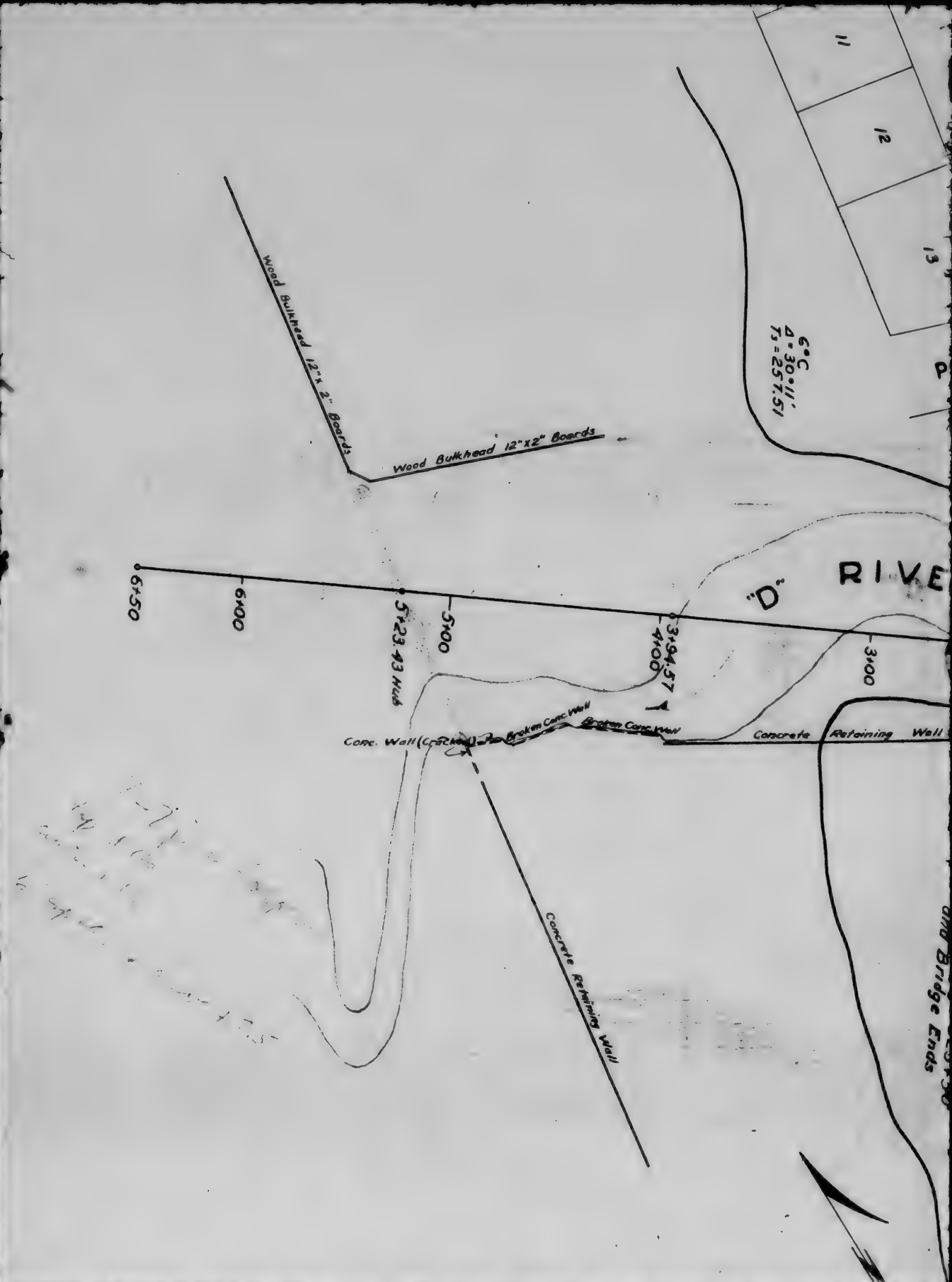

4+30
5+50
ds
Pipe
5° 32' 30" W
C.B.
6" Conc. Pipe
C.B.
22'
50'
SOUTH SHORE
927+85.59 P.C.
3
20' Easement
2
+25 12" Conc. Pipe -30'
8°C
Δ=52°50'
Ts=355.78
BEACH ST.
930
+25 12" Conc. Pipe -42'
11' 11'
℄ R/W
40'
2
3
60'
℄ R/W

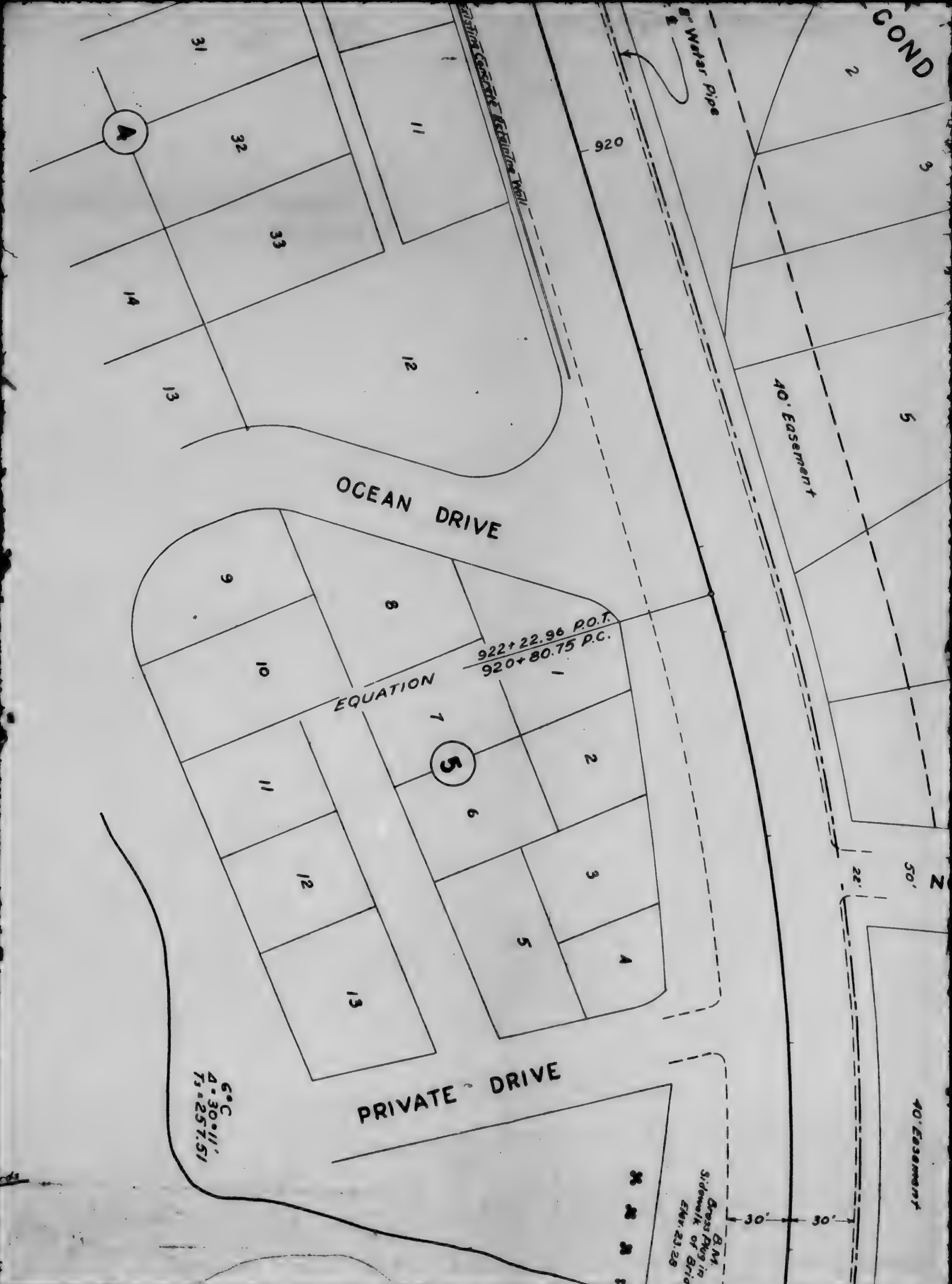


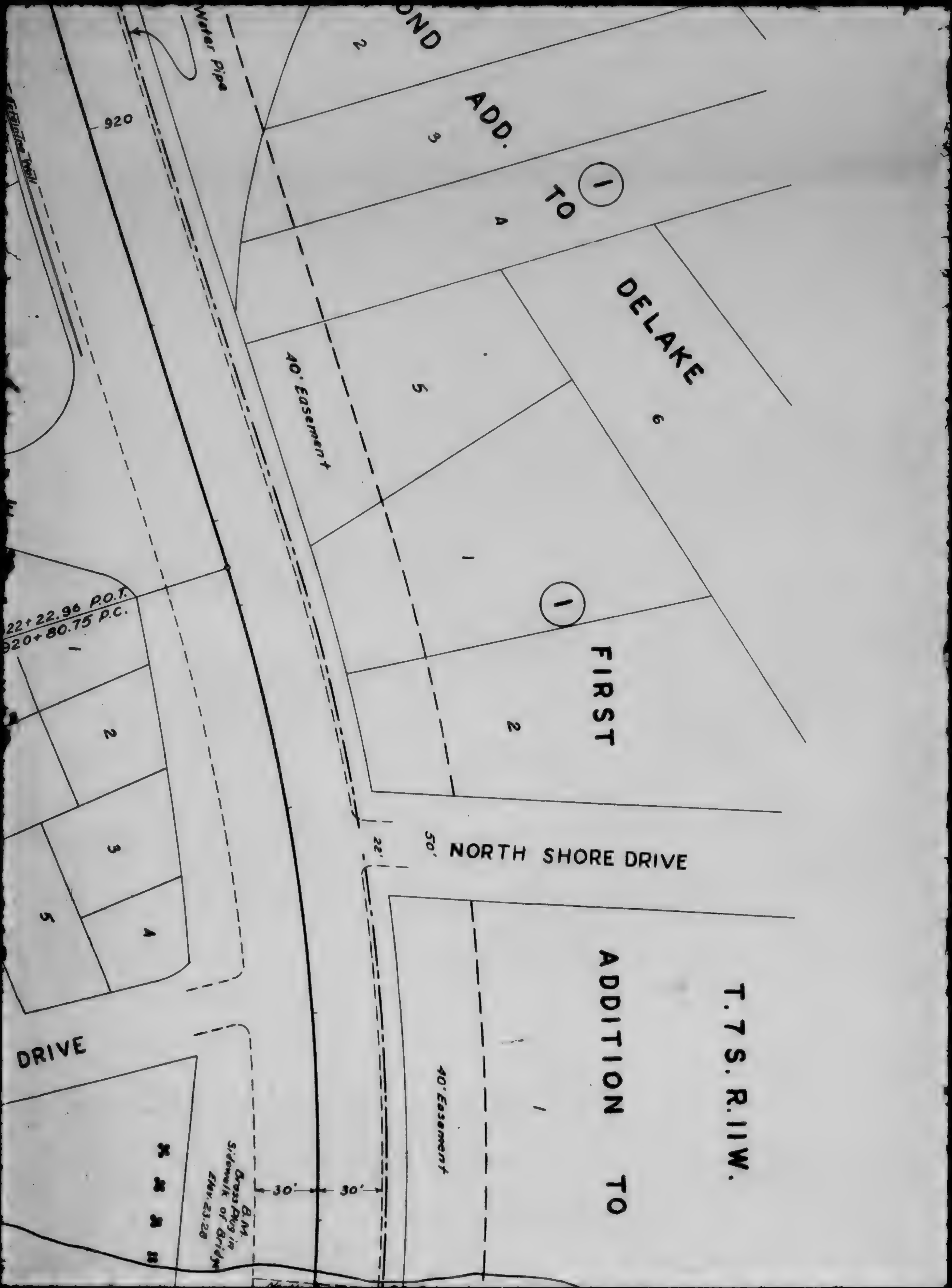
IIW.
TO
ment
30'
30'
B.M.
Brass Plug in
Sidewalk of Bridge
Elev. 23.28
RIVER
North Abutment 924+30
R.P. Tack in Lead Plug
Hub in Stream
Under bridge
Tack in Conc.
Top bridge
R.P. Tack in Lead Plug
2400
1125.74
1100
30.07
0+68.29
925±
R.P. Tack in Lead Plug
R.P. Tack in Lead Plug
0+00
2
(8" Top)
Existing Dolphins (11)
South Abutment 925+30
Note: R.P.'s to Sta. 0+68.29 are Painted (Yellow) Targets on Concrete Piers
40' Easement
925+83.81 P.T.
Rock Slope Protection
West Side Sta. 923+40 to 924+30
Sta. 925+30 to 924+30
DELAKE
2
30'
30'
S 45° 32' 30" W
12" Sewer Pipe
SOUTH SHORE DRIVE
50'
22'
C.B.
8" Sewer Pipe
C.B.
927+85.59 P.C.
3
20' Easement
2
+25 12" Conc. Pipe -30'
BEACH ST.
8° C
Δ=52
Ts=35

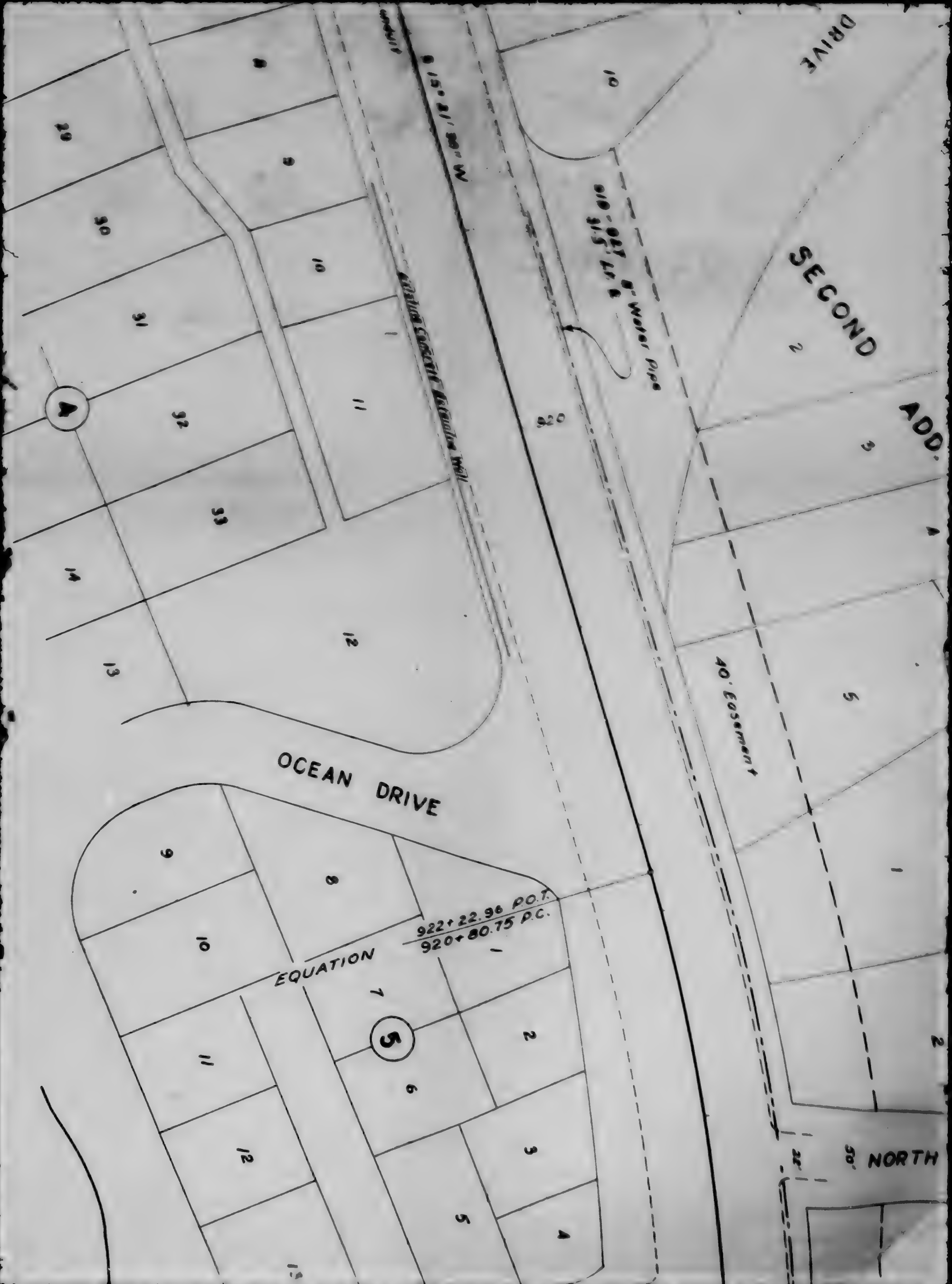

922+22.96 P.O.T.
920+80.75 P.C.
NON
①
⑤
FIRST
ADDITION TO
T. 7 S. R. 11 W.
DELAKE
1
2
3
4
5
6
7
50' NORTH SHORE DRIVE
22'
VATE DRIVE
40' Easement
B.M. Brass Plug in Sidewalk of Bridge Elev. 23.28
30'
30'
North Abutment 924+30
South Abutment 925+30
R.P. Tack in Lead Plug
R.P. Tack in Lead Plug
R.P. Tack in Lead Plug
R.P. Tack in Lead Plug
Hub in ground under bridge Tack in Conc. Top bridge
Spike
Spike
50.34
50.32
41.57
92.09
30.07
30.11
0+69.29
925
1+25.74
1+00
0+00
2+00
RIVER
Existing Dolphins (11)
85°41'32.5"
3°06'10"
②
925+83.81 P.T.
Note: R.P.'s to Sta. 0+69.29 are Painted (Yellow) Targets on Concrete Piers
40' Easement
Rock Slope Protection West Side Sta. 923+40 to 924+30
12" Sewer Pipe
3 45° 32' 30
Top)

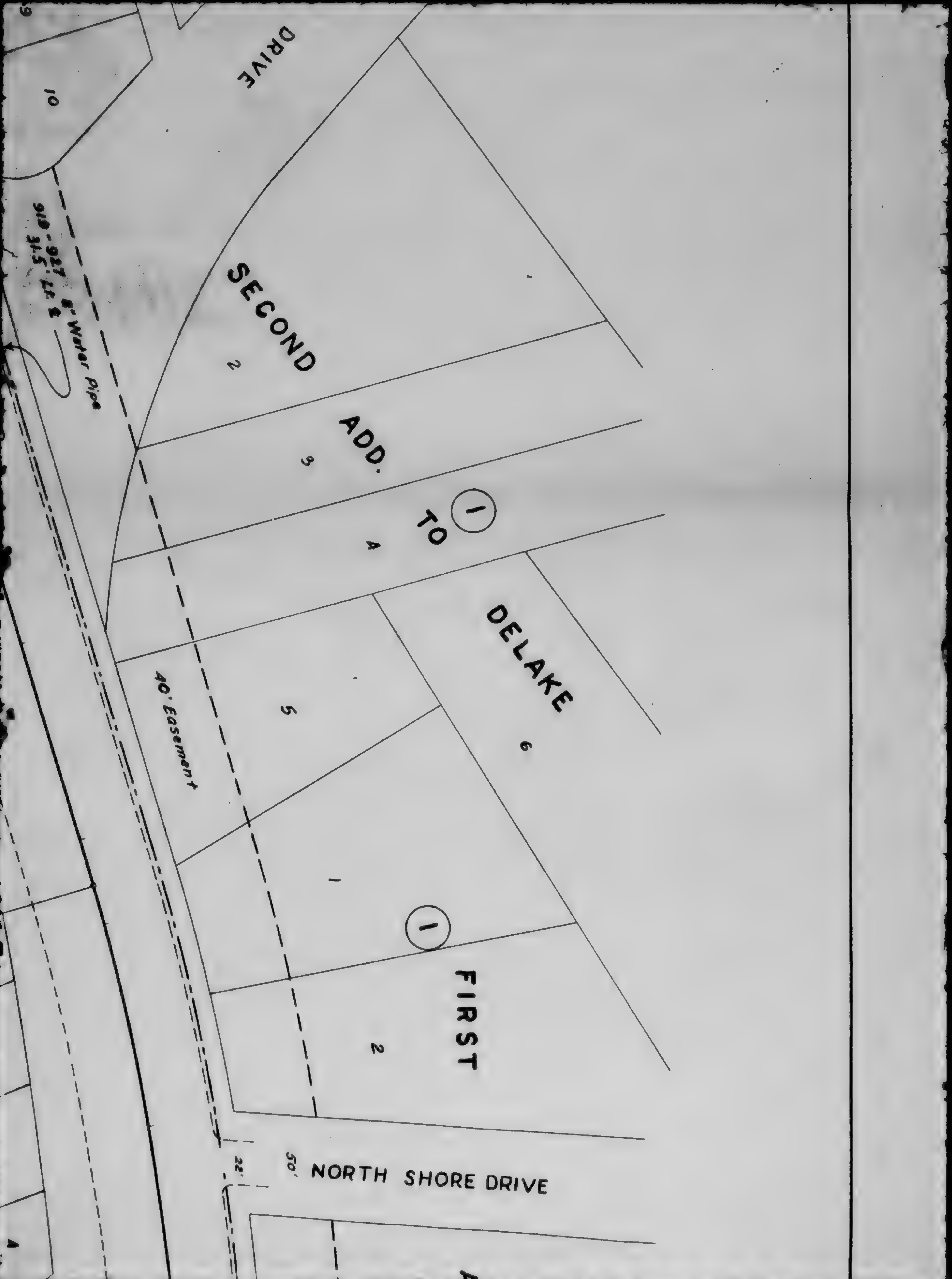

10
EQUATION
920+
1
7
5
2
11
6
3
12
5
4
13
PRIVATE DRIVE
6°C
Δ=30°11'
Ts=257.51
lkhead 12"x2" Boards
B.M.
Brass Plug in
Sidewalk of Bridge
Elev. 23.28
30'
"D" RIVER
North Abut
R.P. Tack in Lead Plug
Hub in ground under bridge Tack in Conc. Top bridge
Spike
3+94.57
4+00
3+00
2+00
1+25.74
1+00
0+69.29
925
Existing Dolphins (11)
R.P. Tack in Lead Plug
Spike
South Abutmen
Broken Conc. Wall
Broken Conc. Wall
Concrete Retaining Wall (8" Top)
85°41'32.5"
925+83.81 P.T.
Rock Slope Protection
West Side Sta. 923+40 to 924+30
Sta. 925+30 to 925+50
and Bridge Ends
Concrete Retaining Wall
30'
30'
12" Sewer Pipe
3°15'32'30"W

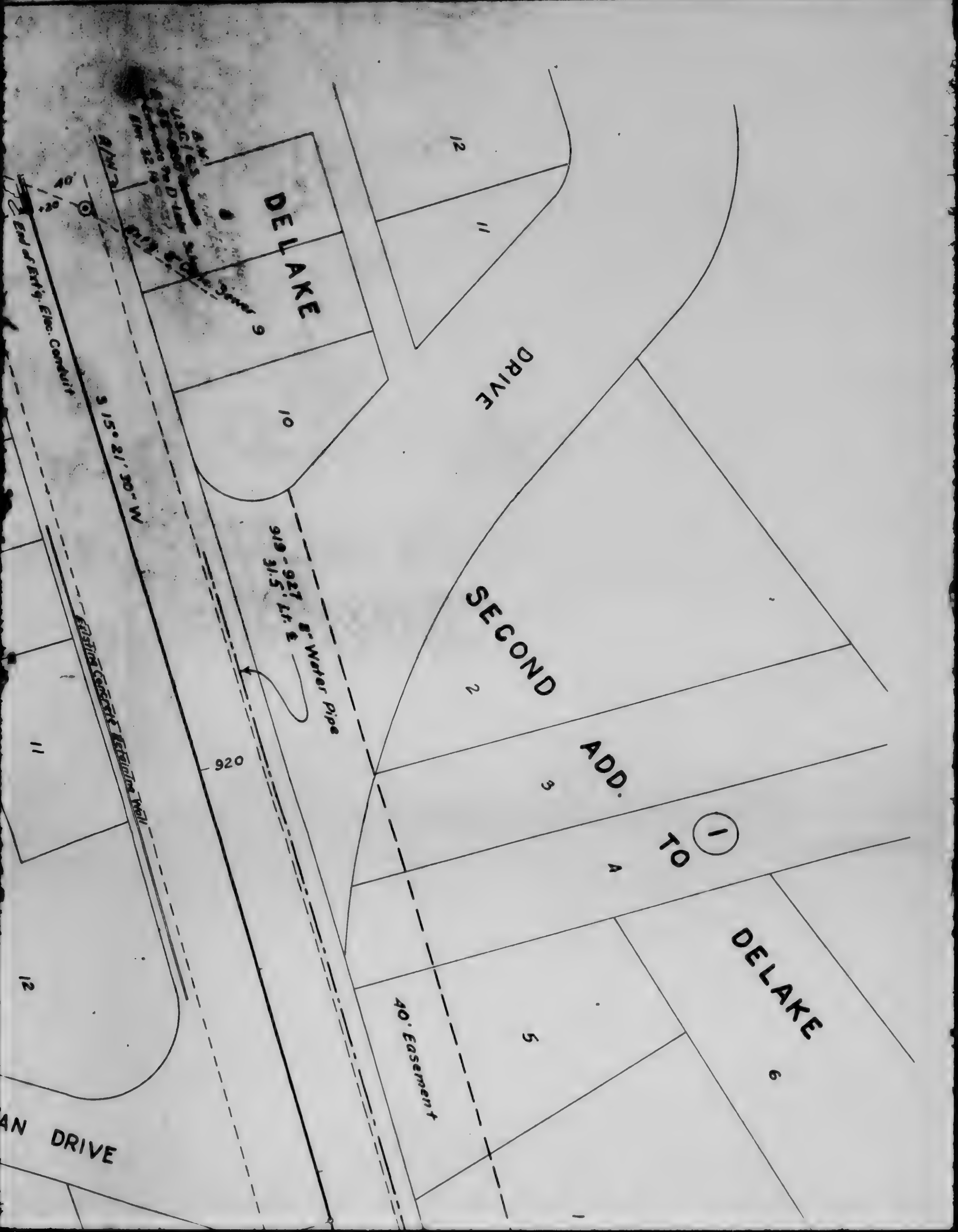

11
12
13
P
6°C
Δ=30°11'
Ts=257.51
Wood Bulkhead 12"x 2" Boards
Wood Bulkhead 12"X2" Boards
"D"
RIVE
6+50
6+00
5+23.43 Hub
5+00
3+94.57
4+00
3+00
Conc. Wall (Cracked)
Broken Conc. Wall
Broken Conc. Wall
Concrete Retaining Wall
Concrete Retaining Wall
and Bridge Ends

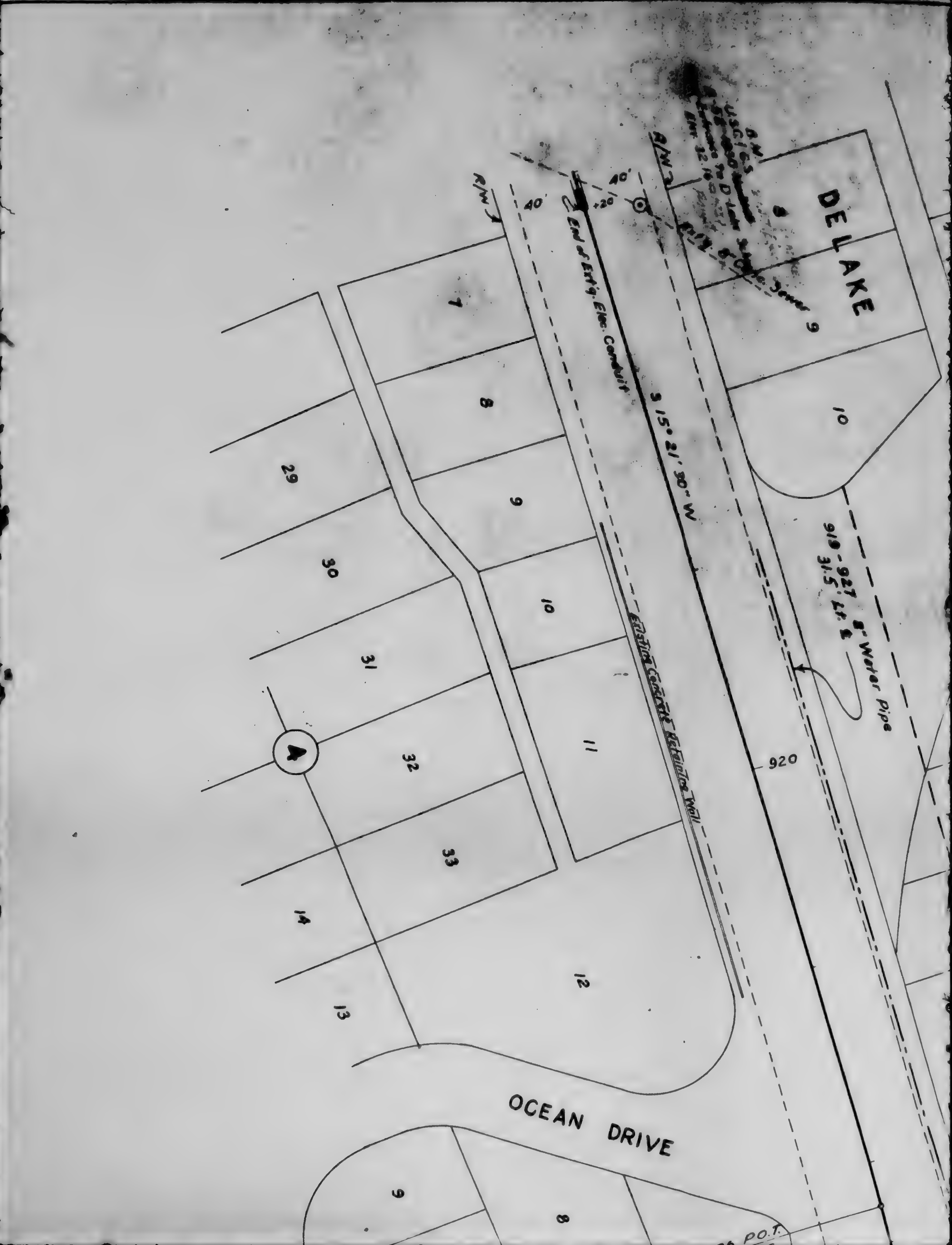
COND
Existing Concrete Retaining Wall
8" Water Pipe
920
31
1
2
3
4
11
32
33
14
12
13
5
40' Easement
OCEAN DRIVE
9
8
10
922+22.96 P.O.T.
920+80.75 P.C.
EQUATION
1
7
5
2
11
6
12
3
5
4
13
50'
22'
Z
PRIVATE DRIVE
6°C
Δ=30°11'
Ts=257.51
B.M.
Brass Plug in
Sidewalk of Brid
Elev. 23.28
30'
30'
40' Easement


OND
ADD.
TO
DELAKE
①
FIRST
①
ADDITION TO
T. 7 S. R. 11 W.
NORTH SHORE DRIVE
50'
22'
DRIVE
40' Easement
40' Easement
Water Pipe
920
22+22.96 P.O.T.
920+80.75 P.C.
B.M. Brass Plug in Sidewalk of Bridge Elev. 23.28
30'
30'
2
3
4
5
6
1
2
1
2
3
4
5
1


DRIVE
SECOND ADD.
OCEAN DRIVE
NORTH
40' Easement
8" Water Pipe
Existing Concrete Retaining Wall
920
922+22.96 P.O.T.
920+80.75 P.C.
EQUATION
A
5
50'
28
29
30
31
32
33
14
13
8
9
10
11
12
7
6
1
2
3
4
5


9
10
DRIVE
918-927
31.5' Lt ℄
8" Water Pipe
SECOND
ADD.
TO
DELAKE
①
2
3
4
5
6
40' Easement
1
①
FIRST
2
22'
50'
NORTH SHORE DRIVE
4
A


DELAKE
DRIVE
SECOND ADD. TO ① DELAKE
AN DRIVE
B.M.
USC&GS
Elev. 22.40
R/W
40'
20'
Sewer
End of Ext'g. Elec. Conduit
S 15° 21' 30" W
919-927 8" Water Pipe
31.5' Lt. ℄
Existing Concrete Retaining Wall
920
40' Easement
12
11
9
10
2
3
4
5
6
11
12
1


B.M.
USC&GS
Elev. 12.16
R/W
40'
R/W
40'
+20
Exist. 6"
Sewer
End of Exist'g. Elec. Conduit
DELAKE
7
8
9
10
9
10
11
12
29
30
31
32
33
14
13
A
S 15° 21' 30" W
Existing Concrete Retaining Wall
919-927 8" Water Pipe
31.5' Lt. ℄
920
OCEAN DRIVE
9
8
P.O.T.

ROBIN REED   DELAKE, OREGON

file

March 14, 1954

4024

C
O
P
Y

Eldon C.J.
Contractor
3101 N. Col. Blvd.
Portland, Oregon

Copy to state highway comm.
copy to local foreman of
c.j. elden.

Gentlemen:

There is 35.00 due for piling stumpage furnished to you where you are driving dolphins at the mouth of D River in Delake Oregon.

You have not awnsered my previous letter, concerning the grounds.

These grounds must regraded, and oiled and put in the same conditions as they were prior to your moving your piling, and equipment onto the grounds.

The piling were unloaded without permission. An inspection of the area will clearely indicate to you the condition of the ground, as there is an occasional oiled spot that shows despite the heavy traffice of your equipment.

I want this oiled or arrangements for doing so made before the equipment leaves entirely the premises,

Parking heretofore has been free to the public, and I am running out of money to pay the taxes and keep the grounds in reasonable condition.

A severe drain was placed on my economy, when the State Highway, raised their grade a number of times and I was compelled to fill in between the road shoulder and the property a distance of some 700 feet, this amounted to considerable yardage for a private individual. I did not get the courtesy of fine approaches such as accorded calkins etc., and their filling up to his property line. Neither did the State highway boys as much as thank me for using the property for their temporary bridge, nor for the space they used some ten years for their dolphins, neither did they have the courtesy to properly remove their pilings where I wanted to extend my sea wall,

The cats tail has been stepped on so many times, that I must insist on assurances of the surfaces being properly cared for before you remove all of your equipment from the property.

Sincerely,

Robin Reed

Original received
to Mr. Paxson

RECEIVED
FOR FILING

March 9, 1954

Mr. C. J. Eldon
3101 North Columbia Blvd.
Portland 17, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on February 24, 1954 had under discussion your request for an extension of time from December 31, 1953 to April 1, 1954 within which to complete your contract No. 4034, covering construction of the "[illegible]" River Dolphins on the Oregon Coast Highway in Lincoln County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

el

cc: J. P. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

G. S. Paxson,
Assistant State Highway Engineer

RECEIVED
FOR FILING

March 9, 1954

Mr. C. J. Eldon
3101 North Columbia Blvd.
Portland 17, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on February 24, 1954 had under discussion your request for an extension of time from December 31, 1953 to April 1, 1954 within which to complete your contract No. 4034, covering construction of the "D" River Dolphins on the Oregon Coast Highway in Lincoln County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

el

cc: J. D. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

G. S. Paxson,
Assistant State Highway Engineer

RECEIVED
FEB 13 1954
FOR FILING

February 11, 1954

Oregon State Highway Commission

Request for extension of time
No. 1
February 24 and 25 meeting.

Gentlemen:

Re: "D" River Dolphins
Contract 4034

L. J. Eldon, contractor for the construction of the "D" River Dolphins on the Oregon Coast Highway in Lincoln County, has requested a second extension of time, from December 31, 1953 to April 1, 1954, in which to complete his contract.

The contract for this work was let on October 19, 1953 with a contract completion date of November 30, 1953. This was done with the hope that it might be possible to complete the work before winter storms began. This did not prove to be the case, and the weather was such that it has been impossible to keep driving equipment on the beach at the mouth of "D" River. During the entire month of December there were only three days when it was safe to attempt work, and very little was accomplished on those days.

While the weather has been such that work could not be done in the breakers at the mouth of "D" River, the direction of the storms and of the currents has not resulted in the accumulation of any large amount of drift, and no trouble has been experienced so far this winter. The delay in the completion of the work has not inconvenienced the public, and, as our engineers are only on the job while work is underway, no increase in engineering cost has been incurred.

It is recommended that the extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

RECEIVED
[illegible] 1954
FOR FILING

February 11, 1954

Oregon State Highway Commission

Request for extension of time
No. 3
February 24 and 25 meeting.

Gentlemen:

Re: "D" River Dolphins
Contract 4034

C. J. Eldon, contractor for the construction of the "D" River dolphins on the Oregon Coast Highway in Lincoln County, has requested a second extension of time, from December 31, 1953 to April 1, 1954, in which to complete his contract.

The contract for this work was let on October 19, 1953 with a contract completion date of November 30, 1953. This was done with the hope that it might be possible to complete the work before winter storms began. This did not prove to be the case, and the weather was such that it has been impossible to keep driving equipment on the beach at the mouth of "D" River. During the entire month of December there were only three days when it was safe to attempt work, and very little was accomplished on these days.

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It is recommended that the extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

RECEIVED
DEC 30 1953
FOR FILING

December 30, 1953

Mr. C. J. Eldon
3101 North Columbia Blvd.
Portland 17, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on December 10, had under discussion your request for an extension of time from November 30 to and including December 31, 1953 within which to complete your contract No. 4034, for constructing the "D" River Dolphins on the Oregon Coast Highway in Lincoln County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. P. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

G. [illegible] Paxson,
Asst. State Highway Engineer

RECEIVED
DEC 30 1953
FOR FILING

December 30, 1953

Mr. C. J. Eldon
3101 North Columbia Blvd.
Portland 17, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on December 10, had under discussion your request for an extension of time from November 30 to and including December 31, 1953 within which to complete your contract No. 4034, for constructing the "[illegible]" River Dolphins on the Oregon Coast Highway in Lincoln County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. R. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

G. S. Paxson,
Asst. State Highway Engineer

RECEIVED
FOR FILING

[illegible]

[illegible]

November 27, 1953

Oregon State Highway Commission

Request for extension of time
No. 19
December 10 and 11 meeting.

Gentlemen:

Re: "D" River Dolphins
Contract 4034
C. J. Eldon, Contractor

C. J. Eldon, contractor for the installation of the dolphins at the mouth of "D" River on the Oregon Coast Highway, has requested an extension of time from the contract completion date of November 30, 1953 to and including December 31, 1953.

During the month of November high tides have been in the daytime, which has made it impractical to drive the dolphins that are located within the tidal range. During December the time of the tides will be more favorable, so it is anticipated that the work can be completed during that time.

It is recommended that the extension be granted without penalty to the contractor. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

GSP:gm

RECEIVED
NOV 18 1953
FOR FILING

files

REFERRED TO
C. H. MAISON, Auditor

November 16, 1953

Mr. C. J. Eldon
3101 North Columbia Blvd.
Portland 17, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4034, which was awarded to you on October 19, 1953 by the State Highway Commission, covering "D" River Dolphins on the Oregon Coast Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Recorded

Agenda
RECEIVED
FOR FILING

4034

AGENDA
OCT 29 1953

October 19, 1953

C. J. Eldon
P. O. Box 5086
Portland 17, Oregon

Dear Sir:

The State Highway Commission on September 25, 1953 accepted your proposal for construction of dolphins across the mouth of the "D" River at Delake in Lincoln County for the sum of $5,223.00 and referred to the State Highway Engineer with authority to award the contract to you as soon as the City of Delake executed a proper contract obligating the City to keep the channel of the "D" River clear of sand and gravel. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4034.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: W. M. Franzwa (SIAC)
H. G. Smith
S. H. Prober
G. S. Paxson
Goldie Lewis

for confirmation

E.R.

7 agenda

RECEIVED
FOR FILING

4034

AGENDA
OCT 2 9 1953

October 19, 1953

C. J. Eldon
P. O. Box 5[illegible]86
Portland 17, Oregon

Dear Sir:

The State Highway Commission on September 25, 1953 accepted your proposal for construction of dolphins across the mouth of the "D" River at Delake in Lincoln County for the sum of $5,220.00 and referred to the State Highway Engineer with authority to award the contract to you as soon as the City of Delake executed a proper contract obligating the City to keep the channel of the "D" River clear of sand and gravel. This now is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4034.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: W. M. Franzwa (SIAC)
H. G. Smith
S. H. Prober
G. S. Paxson
Goldie Lewis

for confirmation

E. R.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM ☐	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE ☐	LETTER TELEGRAM ☐
VICTORY LETTER ☐	SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

October 19, 1953

cc: Files ✓

C. J. Eldon
3101 N. Columbia Blvd.
Portland 17, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for construction of Delphins across mouth of "D" River at Delake in Lincoln County for which you submitted low bid on September 25, 1953. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

obr

cc H. G. Smith
S. H. Probert
M. Franzen, SIAC
G. S. Paxson

RECEIVED
SEP [illegible] 1953
FOR FILING

September 28, 1953

Mr. C. J. Eldon
P. O. Box 5[illegible]
Portland 3, Oregon

Dear Mr. Eldon:

The State Highway Commission on September 25, 1953 received your bid in the amount of $5,[illegible]20.00 for the "D" River Dolphins in Lincoln County submitted by you on that day.

The Commission elected to accept the low bid in the amount of $5,[illegible]20.00 and directed the Engineer to award a contract if the City of DeLake executes a proper contract obligating the City to keep the channel of "D" River clear of sand and gravel.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
J. H. Probert
F. M. Fran[illegible]a, SIAC
G. S. Paxson

RECEIVED
FOR FILING

September 3, 19[illegible]

Oregon State Highway Commission

Gentlemen:

It appears that to prevent damage to the bridge across the [illegible] River it would be desirable to build some pile dolphins across the mouth of this stream to prevent the entrance of drift logs into the stream.

Your confirmation of verbal approval is hereby requested for the above project, estimated to cost $[illegible],000, wherein we propose to construct [illegible] pile untreated timber dolphins on the [illegible] line of the Pacific [illegible] across the mouth of the [illegible] River at [illegible].

Following a conference with local interests and a personal inspection of the project on June [illegible], [illegible] negotiations have been carried on with [illegible] C. [illegible], Attorney at Law, [illegible], representing both local property owners and the City of [illegible], as the result of which our legal counsel has drawn up a [illegible] agreement which has been executed by the City of [illegible], wherein the City assumes the obligation and sole expense and cost to remove, or cause to be removed within a reasonable time, all sand or gravel deposited within the River within 50 feet of either side of the dolphins so as to keep the channel at this location at its present depth, and to pay for such removal out of the street fund of the said City, provided the Highway Commission constructs the dolphins at the mouth of the River.

This agreement will be presented at the September meeting for your approval.

Very truly yours,

[illegible] H. Baldock
State Highway Engineer

cc Mr. W. W. Stiffler
Mr. C. H. Maison

WWS:er fp

RECEIVED
FOR FILING
FORM E-30 25M 9-51 52318

[illegible]

4034

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGREEMENTS No. 1491

Salem, Oregon
October 16, 1953

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

You will find attached hereto two executed copies of an agreement executed by the Mayor and City Council of the City of Delake concerning the erection of dolphins at the mouth of "D" River. Also attached is your file on the matter.

These agreements have been executed as prepared in this office and are in proper form. The agreements do not require the signature of the Highway Commission.

Since the agreements have now been received the contract for the erection of dolphins at the mouth of the "D" River in Delake may now be awarded in accordance with the directions of the Highway Commission at its meeting on September 24-25, 1953.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Robert L. May Jr.
ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh
Encl.

REFERRED TO
BY SECRETARY

RECEIVED

FOR FILING

21-

4034

FORM E-123 50M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFJELD
CHIEF COUNSEL

AGENDA
9-3

September 3, 1953

4-B

Oregon State Highway Commission

Gentlemen:

It appears that to prevent damage to the bridge across "D" River it would be desirable to build some pile dolphins across the mouth of this stream to prevent the entrance of drift logs into the stream.

Your confirmation of verbal approval is hereby requested for the above project, estimated to cost $7,500, wherein we propose to construct nine 7-pile untreated timber dolphins on the meander line of the Pacific Ocean across the mouth of "D" River in Lincoln County.

Following a conference with local interests and a personal inspection of the project on June 17, my negotiations have been carried on with Donald B. McCormick, Attorney at Law, Portland, representing both local property owners and the City of Delake, as the result of which our legal counsel has drawn up a brief agreement which has been executed by the City of Delake, wherein the City assumes the obligation and sole expense and cost to remove, or cause to be removed within a reasonable time, all sand or gravel deposited within "D" River within 50 feet of either side of the dolphins so as to keep the channel at this location at the present depth, and to pay for such removal out of the street fund of the said City, provided the Highway Commission constructs the dolphins at the mouth of the river.

This agreement will be presented at the September meeting for your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

A

2 copies to [illegible]

MHP

CC

NORMAN L. EASLEY
STEWART M. WHIPPLE
DONALD B. McCORMICK
CARL ROBERT WELLS
EUGENE I. FULOP

EASLEY, WHIPPLE & McCORMICK
ATTORNEYS AT LAW
EQUITABLE BUILDING
PORTLAND 4, OREGON

TELEPHONE
CAPITOL 8541

REFERRED TO
Mr. Glaisyer
By W. W. STIFFLER
for Agenda

August 31, 1953

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Re: "D" River Matter

Dear Mr. Baldock:

We enclose copy of a letter received this morning from Mr. F. P. Stager, attorney for the City of Delake, together with a copy of agreement executed by the Mayor and City Recorder of Delake which we trust you will find satisfactory.

If there is anything further which you may require in this matter, please let us know.

Sincerely yours,

Donald Mc Cormick
Donald B. Mc Cormick

DBMc/hm

Encl.

" "
A
2 [illegible]

RECEIVED
[illegible] 1953
[illegible] ENGINEER

NOTED
W. W. STIFFLER

FORM E 30 25M 9 51 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1953

SUBJECT:

To:

Mr. W. C. Williams,
Assistant State Highway Engineer,
Department.

Dear Sir:

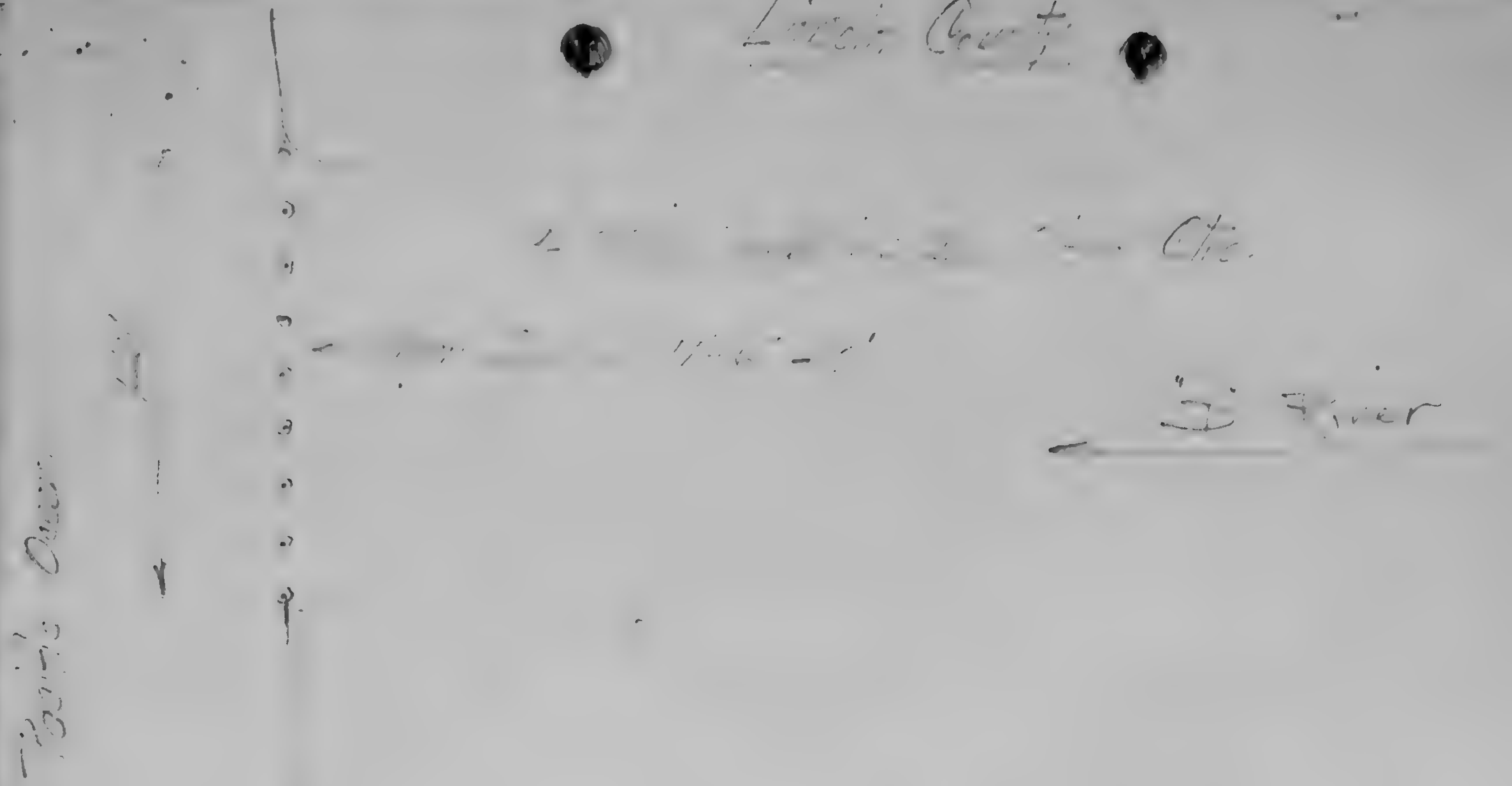
Herewith an agreement which the City of Delake has signed and sent to me.

The agreement is relative to the maintenance of the channel of "D" River and to the erecting and maintaining of dolphins at the mouth of the river. I believe that this is a matter for your consideration.

Yours very truly,

J. D. Walker,
Division Engineer.

JDW:AM



Estimated Timber

63-[illegible] [illegible] @ 0.15 =	$ 1690
Cruise [illegible] 12 [illegible]	4725
	6615
[illegible] Cost.	825
	$7440
Contract Price [illegible] Cost.	$ 7500

Sept. [illegible] 1952

C O P Y

F. P. STAGER
Attorney
Phone Delake 2036
Taft, Oregon

Aug. 27, 1953

Easley, Whipple & McCormick,
Attorneys at Law,
Equitable Bldg.,
Portland 4, Oregon.

Dear Mr. McCormick: Re: The "D" River Matter

I have your letter of Aug. 21 with the agreements. A special meeting of the Council was had and a resolution was passed by the Council authorizing the mayor to enter into the agreement as revised. I hope that this will be satisfactory. In examining the authorities I found that the city could not enter into a legal or binding contract for the expenditure of money unless some provision was made for the payment thereof. I believe that as drawn, this will take care of the matter.

Very truly yours,

(sgd) F. P. Stager

F. P. STAGER
vr

NOTED
W. W. STIFFLER

RECEIVED
[illegible] 1953
FOR FILING

August 5, 1953

Mr. Donald B. McCormick
Easley, Whipple & McCormick
Equitable Building
Portland 4, Oregon

Dear Mr. McCormick:

I discussed with our Attorney the letter written to me by the Mayor and two Councilmen, relative to the commitment of the City Council of Delake.

The Attorney advises that it would be much better to execute the attached agreement. I am, therefore, enclosing the original and three copies, two of which are to be returned after they have been executed. When this is done, I will discuss the matter with the Highway Commission and, if the Commission approves, start the work. I have spoken to the Chairman, and I believe the Commission will approve, provided the City executes this agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.

FORM E-30 37,900 4-52 56808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1953

SUBJECT: "D" River proposed improvement

To: R. H. Baldock
State Highway Engineer
Office

In accordance with your notation in the above captioned file, the Legal Department has reviewed this matter and the letter of the City of Delake under the date of July 24, 1953, which at best amounts to an ordinance. The Legal Department feels that this ordinance can be changed or taken off the books of the City of Delake by a subsequent act of the City Council thereby negating same; therefore it is felt that an agreement will be necessary on the part of the City of Delake, and attached hereto please find an original and four copies of the proposed agreement.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Earl M. Preston
Earl M. Preston
Assistant Attorney

EMP:sk
Enc.

RECEIVED
AUG 4 1953
OFFICE OF
STATE HIGHWAY ENGINEER

AGREEMENT

The CITY OF DELAKE, Lincoln County, Oregon, acting by and through its duly authorized city officials, hereby agrees for and in consideration of the STATE OF OREGON, by and through its State Highway Commission, erecting dolphins at the mouth of the "D" River, that the City assumes the obligation at its sole expense to remove or cause to be removed all sand or gravel deposited in the "D" River within 50 feet of ~~[illegible]~~ either side of the dolphins ~~by the action of the Pacific Ocean and to clean out where the channel of the river was obstructed to prevent flooding of the surrounding property and/or the state highway~~. [illegible] to keep the channel at the location at its present depth, elevation of ______ feet. USGS datum.

THIS AGREEMENT made and entered into this _____ day of _______________, 1953, at a duly called meeting of the City Council of the CITY OF DELAKE, Lincoln County, Oregon.

CITY OF DELAKE, OREGON

By ______________________________
Mayor

By ______________________________
Councilman

By ______________________________
Councilman

By ______________________________
Councilman

ATTEST:

____

AMP:smk
6-4-53

Mr. Enfield
Please read this,
see me and return
the letters to me.

SLEY, WHIPPLE & McCORMICK
ATTORNEYS AT LAW
EQUITABLE BUILDING
PORTLAND 4, OREGON

TELEPHONE
CAPITOL 9541

RECEIVED
JUL 29 1953
LEGAL DEP'T.

July 27, 1953

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

In accordance with our previous conversations, I am this date forwarding a letter from the City Council of the City of Delake, Oregon, committing said municipal government to remove any sand or gravel deposits in the D River caused by the construction of proposed dolphins by your department.

If you feel that this communication is not sufficient, would you please notify me immediately so that anything further necessary may be obtained expeditiously.

In accordance with our conversation of Friday, July 24th, I informed Mr. Calkins that your previous estimate of nine dolphins was not a limiting one and that you would consult again with our committee to determine whether or not such a number would be sufficient to do a workmanlike job.

Thanking you for your consideration, I remain

Sincerely yours,

Donald McCormick
Donald B. McCormick

DBMc/hm

Encl.

NORMAN L. EASLEY
STEWART M. WHIPPLE
DONALD B. McCORMICK
CARL ROBERT WELLS
EUGENE I. FULOP

EASLEY, WHIPPLE & McCORMICK
ATTORNEYS AT LAW
EQUITABLE BUILDING
PORTLAND 4, OREGON

TELEPHONE
CAPITOL 9541

RECEIVED
JUL 29 1953
LEGAL DEP'T.

July 27, 1953

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

In accordance with our previous conversations, I am this date forwarding a letter from the City Council of the City of Delake, Oregon, committing said municipal government to remove any sand or gravel deposits in the D River caused by the construction of proposed dolphins by your department.

If you feel that this communication is not sufficient, would you please notify me immediately so that anything further necessary may be obtained expeditiously.

In accordance with our conversation of Friday, July 24th, I informed Mr. Calkins that your previous estimate of nine dolphins was not a limiting one and that you would consult again with our committee to determine whether or not such a number would be sufficient to do a workmanlike job.

Thanking you for your consideration, I remain

Sincerely yours,

Donald McCormick
Donald B. McCormick

DBMc/hm

Encl.

Incorporated 1949 "On Shortest River in the World" Telephone 2872

City of DeLake

OREGON

July 24, 1953

L. V. WOLF, Mayor, Sanitation
C. M. TRIMBLE, Police Commissioner
T. L. KINGSBURY, Roads and Streets
L. J. HUBER, Finance, Mayor Pro-Tem
PAUL GROTH, Utilities
RAYMOND G. WOOD, Attorney
ARNOLD H. EARNSHAW, Recorder and
Municipal Judge

State Highway Engineer,
State Highway Department,
Salem, Oregon.

Dear Sir:

In reply to your request for a commitment from the Delake City Council agreeing to remove any sand or gravel deposits in the D. River, caused by the construction of proposed dolphins, please be advised that the Council has discussed the matter and we have agreed to establish a budget for that purpose, the amount at this time to be undetermined, for the purpose of accomplishing the removal of accumulations of sand or gravel deposits caused by the construction of the said proposed dolphins.

At the time of the discussion, the amount of limitation was not discussed, but we will establish the budget later in the year and assure you that whatever amount we feel possible and advisable will be set aside for that purpose.

We trust that with this commitment on our part, even though not set forth in dollars and cents, that you will still accept the same and proceed with the work immediately.

We feel that at no time in the future will the accumulations be such that the expense involved in removing the same would amount to any great sum.

Very truly yours,

L. V. Wolf
L. D. Wolf, Mayor

Allen Reed
Allen Reed, Councilman

Earl C. Williams
~~Roll W~~. Williams, Councilman
EARL C

RECEIVED
FEB 9 1954
FOR FILING

FORM E-30 25M 5-51 [illegible]

21-1653
4039

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1953

SUBJECT: Clearing Outlet
"D" River

To: Mr. W. S. Stiffler

Office

Dear Sir:

"D" River below our bridge has been completely cleared up in good shape as agreed after our conference over there a month ago.

The old concrete sills under the bridge and all the piling below the bridge have been removed and all the drift has been pulled from the stream bed and piled on the north side. It is reported that the city plans to burn this pile.

However, we have heard nothing from Lawyer McCormick or George Calkins about releases so dolphins could be contracted. Mr. Baldock plans to call Mr. McCormick at Portland today.

Very truly yours,

EACollier
E. A. Collier
Maintenance Engineer

EAC:vw

NOTED
W. W. STIFFLER

CALKINS CRAFT BOAT COMPANY

COMPLETE MODERN SHOP · COVERED MOORAGE
BOATS · TACKLE · MARINE PAINTS AND SUPPLIES
JOHNSON OUTBOARD MOTORS · SALES & SERVICE

PHONE 2753
BOX 491
DELAKE, OREGON

July24, 1953

Mr. Donald B. McCormick
Attorney at Law
Equitable Building
Portland 4, Oregon

Dear Don:

Enclosed please find letter from Delake City Council to the State Highway Engineer which you requested in your letter of the 23rd.

Yours very truly
George
George Calkins

GC/w

RECEIVED
1953
FOR FILING

June 23, 1953

Mr. Donald B. McCormick
Easley, Whipple & McCormick
Equitable Building
Portland 4, Oregon

Dear Sir:

Reference is made to your letter under date of June 21, concerning the matters discussed at our conference on the Coast Highway at D River, Wednesday, June 17, concerning protective measures, if authorized by the Highway Commission, to protect the highway bridge crossing D River, near the outlet from Delake, which would incidentally afford some protection to private property in the vicinity.

Since returning to Salem, a proposed project has been discussed with Mr. Stiffler and Mr. Paxson, the Bridge Engineer, which involves the construction of nine 7-pile dolphins extending from the northwest corner of Mr. Reed's sea wall to the southwest corner of the timber bulkhead protecting the Lyle P. Bartholomew property on the north side of the river; this said line of dolphins to be constructed on approximately the old original meander line or on a straight line connecting the two above-mentioned points.

However, I am unable to recommend this construction to the Highway Commission until such time as I have the assurance from some central agency (preferably the City of Delake) to the effect that the City will assume the obligation and responsibility of removing any sand or gravel deposits in D River caused by the action of the Pacific Ocean and that the channel of the river, when obstructed, will be cleared at least to the satisfaction of the adjacent and affected property owners.

I would appreciate your negotiations with the officials of the City of Delake to the end that they will furnish us a statement agreeing to the above obligations.

For your information, our proposed project contemplates spacing the dolphins at 20-foot centers, which would allow a clear opening between dolphins of 12 to 13 feet, which is ample space for a tractor or dozer to operate in removing any sand or gravel deposits.

Very truly yours,

R. H. Baldock
State Highway Engineer

RECEIVED
JUN [illegible] 1953
FOR FILING

Salem, Oregon
June 23, 1953

Mr. J. D. Walker

Following our conference with local land owners at "D" River, June 17, Mr. Baldock has requested that you carefully investigate the right of way in the vicinity of Dee River and southerly from that point as to any building encroachments on our right of way.

W. W. Stiffler

WWS:er

cc Mr. E. A. Collier

NORMAN L. EASLEY
STEWART M. WHIPPLE
DONALD B. McCORMICK
CARL ROBERT WELLS
EUGENE I. FULOP

EASLEY, WHIPPLE & McCORMICK
ATTORNEYS AT LAW
EQUITABLE BUILDING
PORTLAND 4, OREGON

TELEPHONE
CAPITOL 9541

June 21, 1953

Oregon State Highway Department
Salem, Oregon

re: Dee River matter

Gentlemen:

ATTENTION: R. H. BALDOCK

The writer, who met with Mr. Baldock and other staff engineers of your department on Wednesday Morning, June 17, 1953, at De Lake, Oregon, wishes to report as follows:

If your department sees fit to take protective measures to insure the safety of your property on and over the Dee River, we have the assurance from Verne Ayers, representing Mr. Robin Reed, and from Mr. Lyle P. Bartholomew that these property owners will cooperate with your department in any preventive measures that are necessary to protect this property so long as such work would not constitute a hazard to their property which borders your property at the mouth of the river on the South and North sides respectively.

Further, Mr. John Bolton, Fire Warden for rural fire protection in that district will issue a burning permit for the burning of any debris desired and will recommend to the local fire chief that a fire truck be standing by whenever necessary.

The DeLake Property Owner's Committee further wishes to assure you that it will cooperate in any manner to help expedite any work you may undertake.

Sincerely,

Donald McCormick

Donald B. McCormick

DBMc:hm

cc: Portland Office

RECEIVED
JUN [illegible] 1953
[illegible]
STATE HIGHWAY ENGINEER

7 × 40 = ~~360~~
7 × 40 = 280
9

2520
3

4)7560

1890
Eng 315

5040
Fee 12½ 630

5670 → 6600 Contract
750 [illegible] Fence Clean up

6420 Total Cost

6-23-53

Based upon [illegible]
Est. Unit Costs 6-19-53

FORM E-30 25M 9-51 62519

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1953

SUBJECT:

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Herewith prints from a sketch showing the mouth of "D" River and its relationship to the highway. The concrete sea wall constructed by Mr. Reed has been tied to the center line of the highway at the south abutment of the highway bridge. You will note that the seaward end of the sea wall is more than 400 feet from our highway center line.

The distance from Reed's sea wall across to the timber wall on the north side of the mouth of the stream is 140 feet. If we use seven pile dolphins spaced 20 feet apart, our estimate of cost would be as follows:

Using untreated fir piles	1,680 lin. ft.	at $0.75	$1,260
Drive piles	42 only	50.00	2,100
Subtotal			$3,360
Plus 12½ percent for engineering and contingencies			420
Total			$3,780

If we use treated fir piles, the cost would increase to approximately $5,200.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Encl.
cc E. A. Collier (1)

[illegible] 250

510

- 65 each — 850

1680

2240

5670

8

1650
420
2100

224

2240 @ 75

[illegible] for Piling [illegible] 1680
Drive Piles 56 @ [illegible] 2800

[illegible]

560

5040

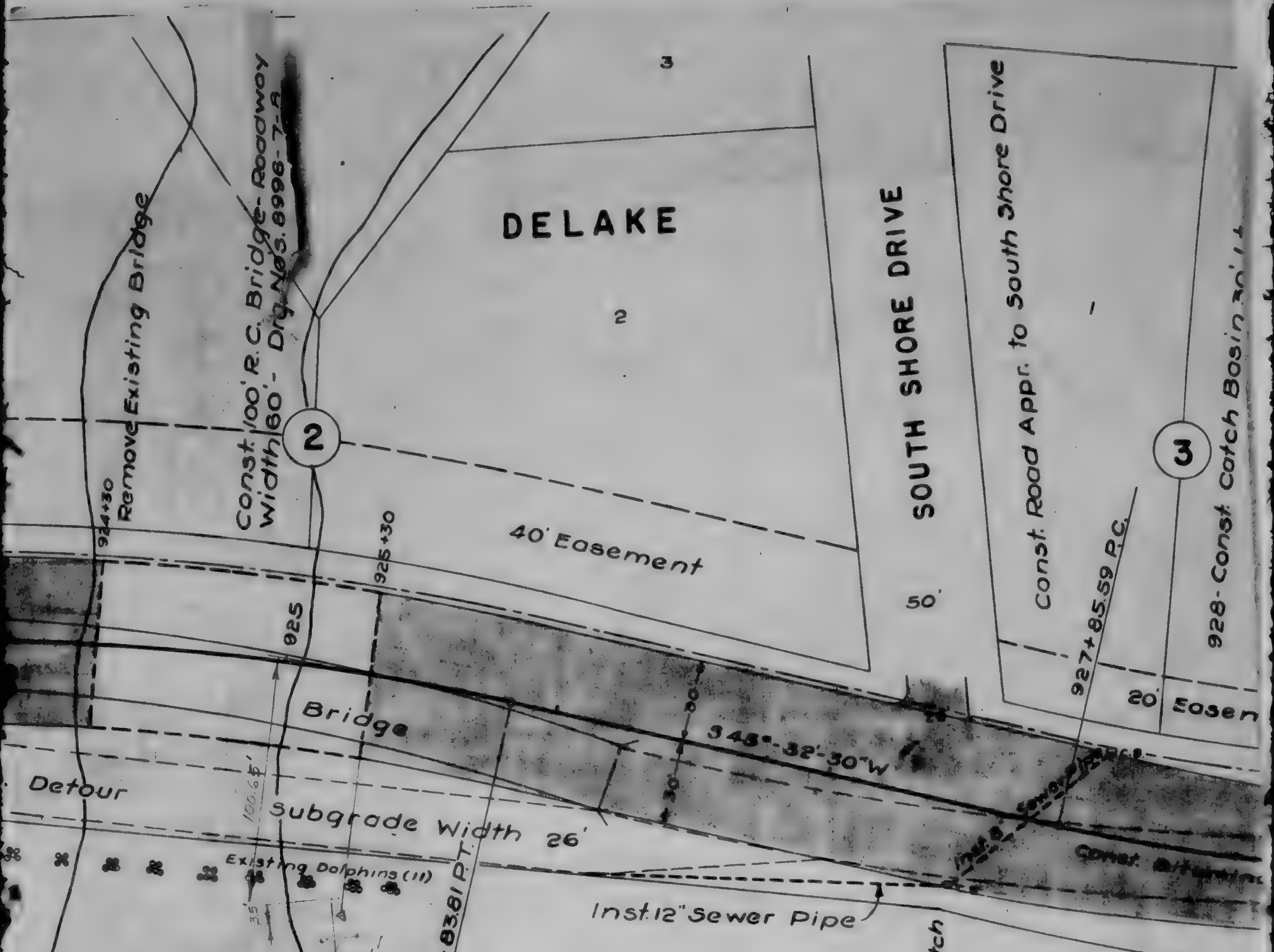
Add'l Cost for Treated Piling @ 1.50 [illegible] 1680
[illegible] 1890

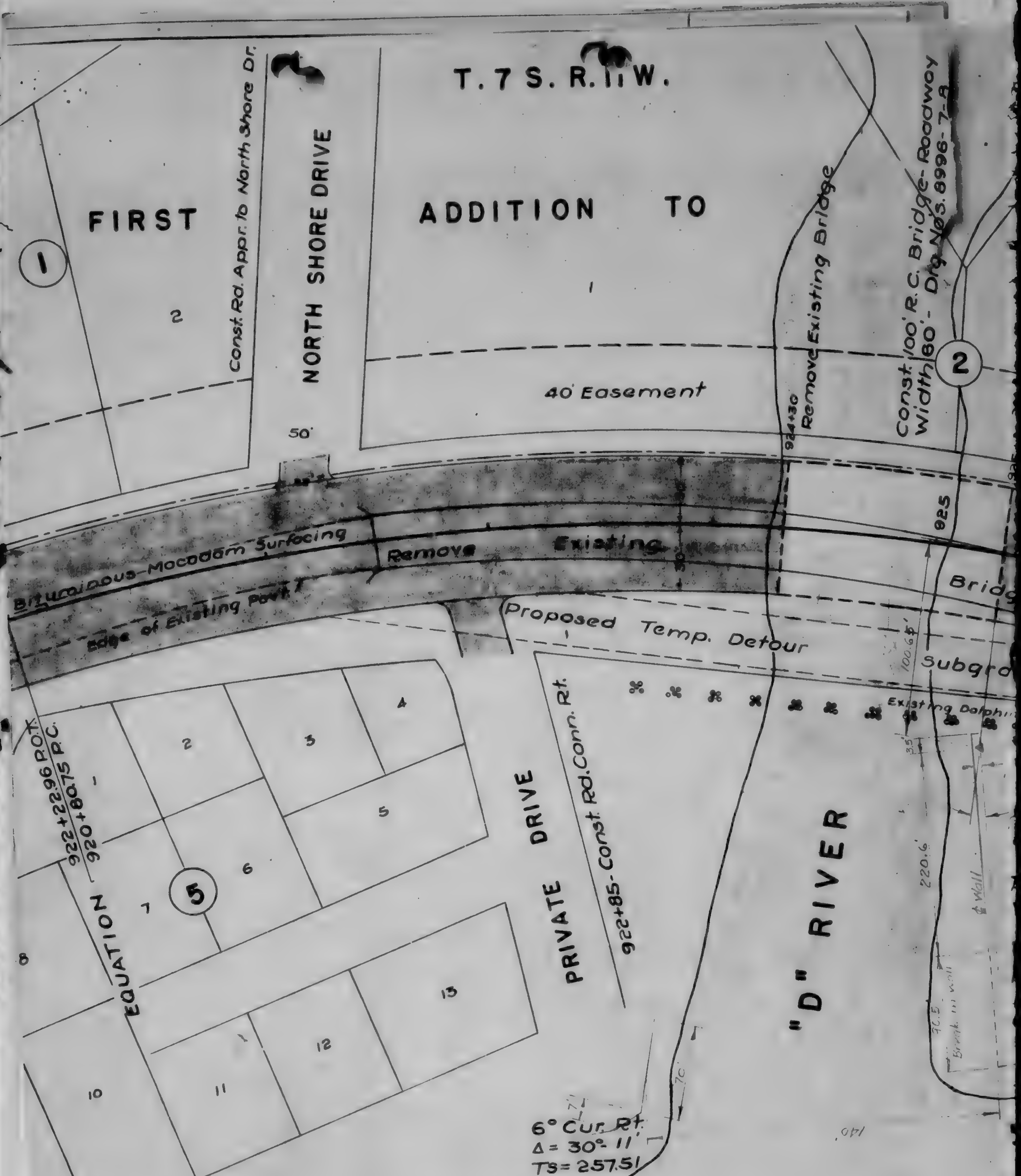
6930

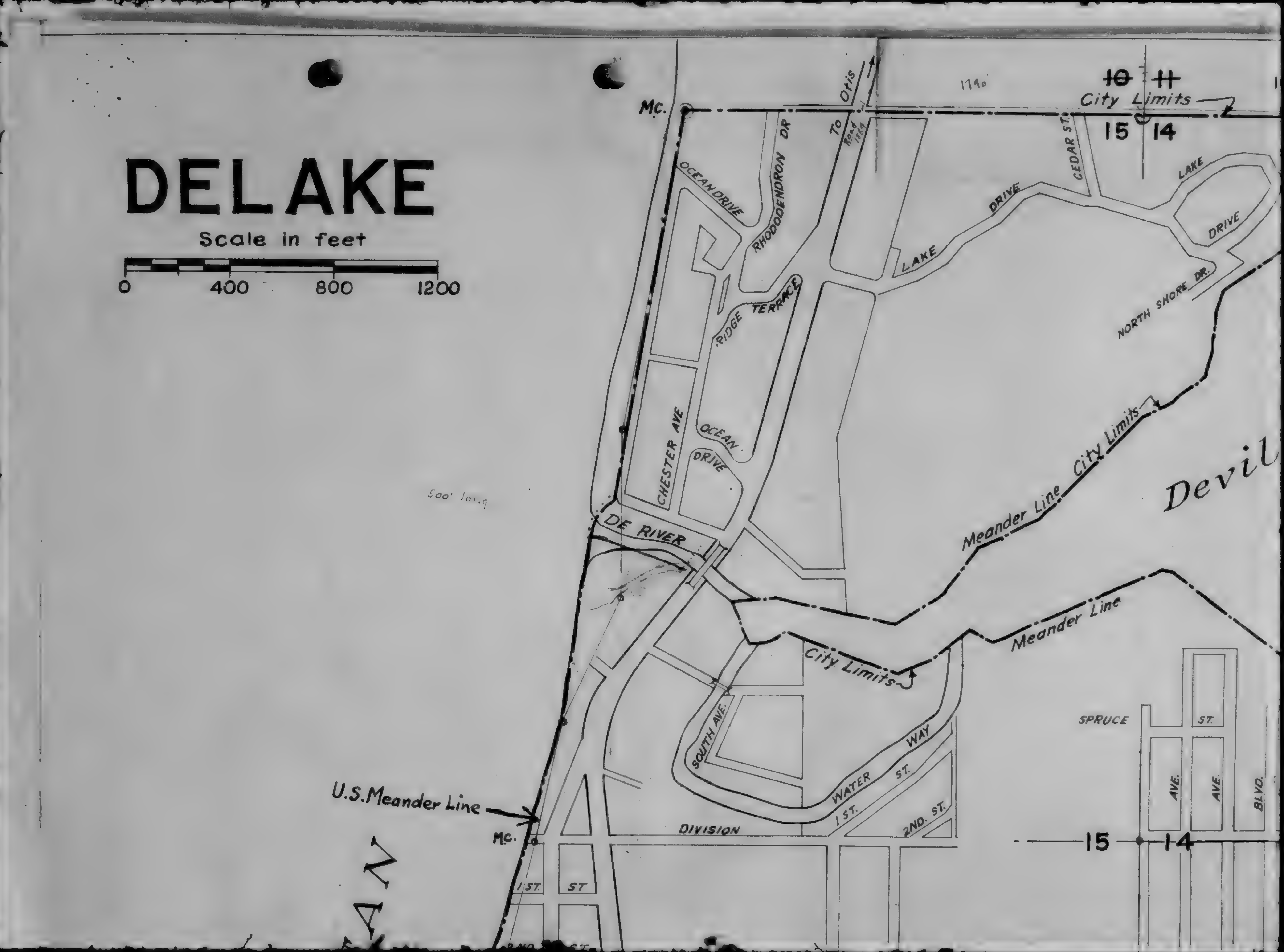
~~Extra~~ Force Work 150

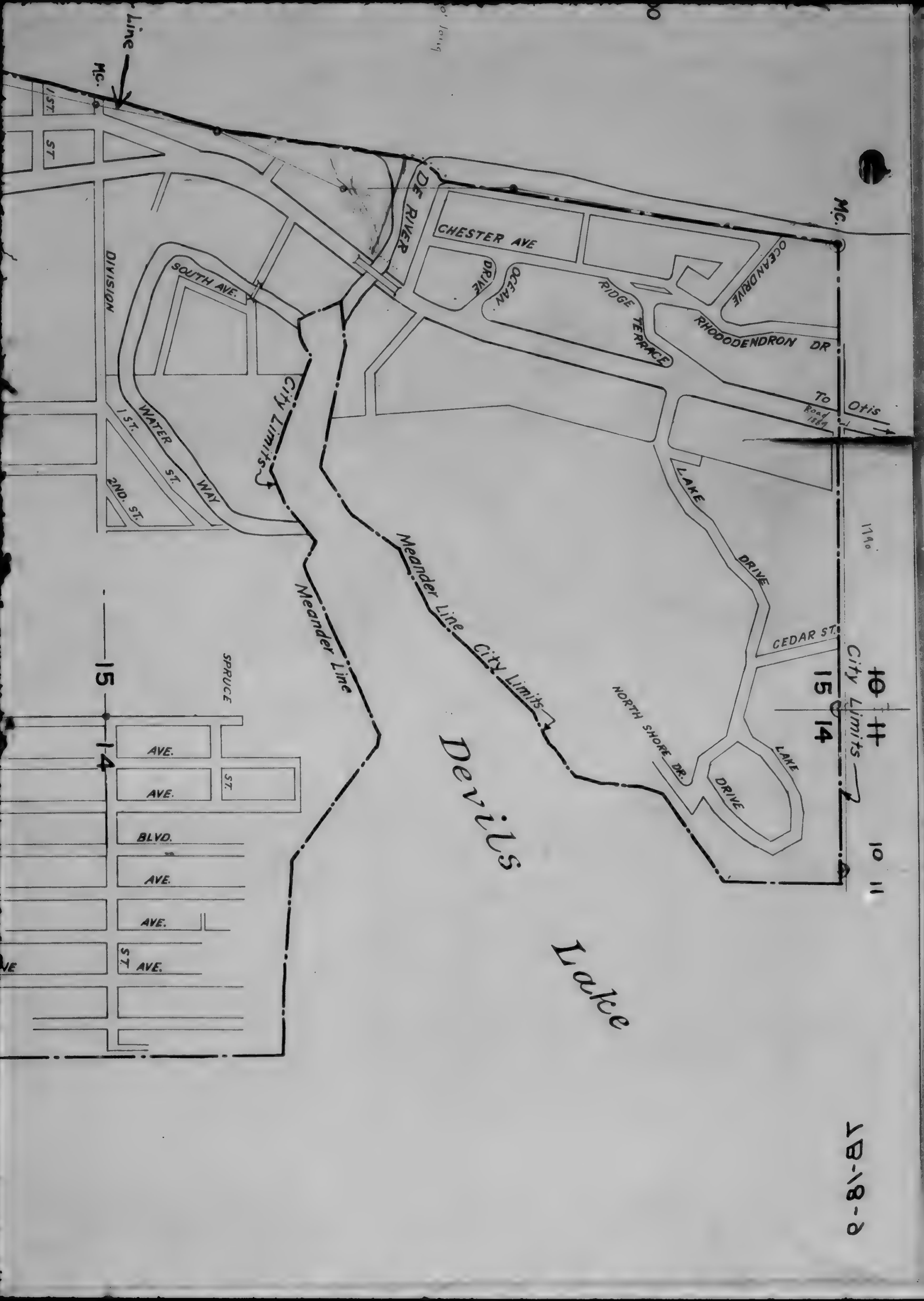
6000

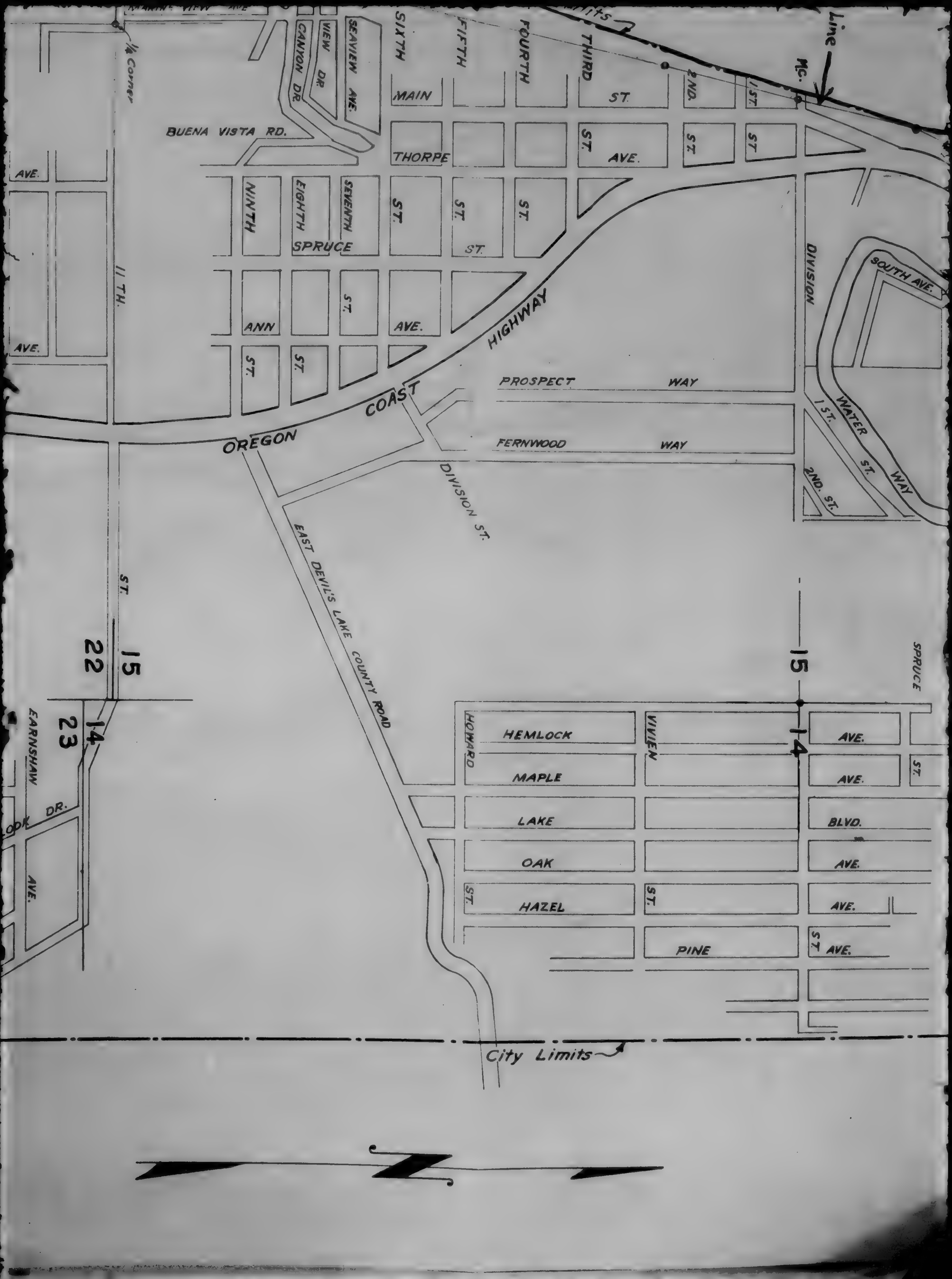
[illegible] Depth [illegible]


3
DELAKE
2
SOUTH SHORE DRIVE
Remove Existing Bridge
Const. 100' R.C. Bridge - Roadway Width 60' - Drg. No. 53.8996-7-A
2
3
924+30
925+30
40' Easement
925
Bridge
S 43°-32'-30" W
Detour
Subgrade Width 26'
Existing Dolphins (11)
Inst. 12" Sewer Pipe
925+83.81 P.T.
100.65'
35'
220.6'
11°43'
90.5
Const. Road Appr. to South Shore Drive
927+85.59 P.C.
928 - Const. Catch Basin 30' Lt
50'
20' Easen
30
30
Inst. 8" Sewer Pipe
Const. Alternate
927+50 - Const. Catch Basin 30' Rt.
Rock Slope Protection
West Side Sta. 923+40 to 924+30
Sta. 925+30 to 925+50
and Bridge Ends
"D" RIVER
1

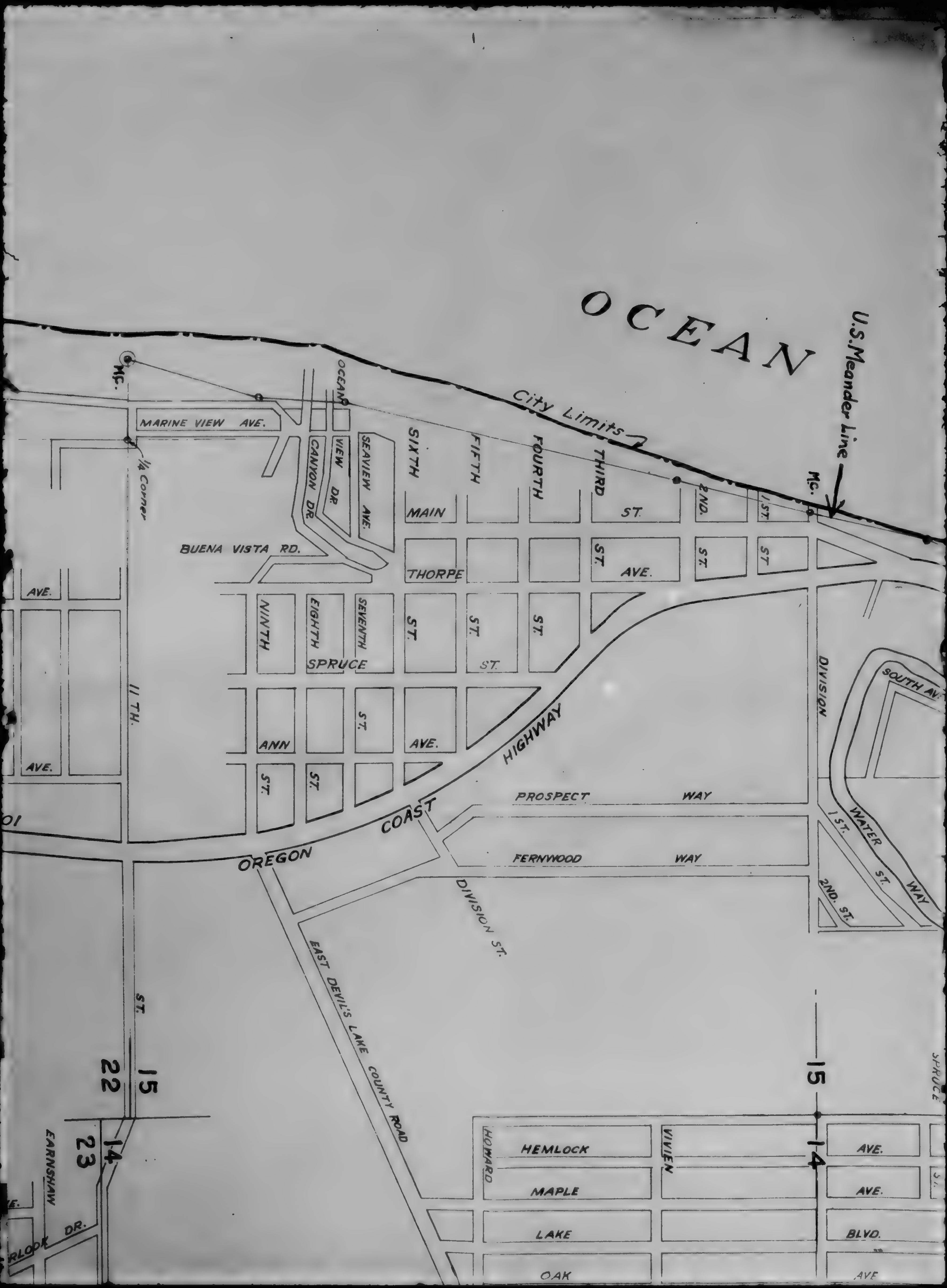

T. 7 S. R. 11 W.
FIRST
ADDITION
TO
NORTH SHORE DRIVE
Const. Rd. Appr. to North Shore Dr.
Remove Existing Bridge
Const. 100' R.C. Bridge - Roadway Width 80' - Dwg. Nos. 8996-7-8
①
②
⑤
1
2
40' Easement
50'
924+30
925
Bituminous-Macadam Surfacing
Remove Existing
Bridg
Edge of Existing Pavt.
Proposed Temp. Detour
Subgr
Existing Dolphi
100.65'
35'
220.6'
Wall
Break in wall
90.5
922+22.96 P.O.T.
920+80.75 P.C.
EQUATION
PRIVATE DRIVE
922+85 - Const. Rd. Conn. Rt.
"D" RIVER
1
2
3
4
5
6
7
8
10
11
12
13
70'
71'
6° Cur. Rt.
Δ = 30° 11'
TS = 257.51
140


DELAKE
Scale in feet
0
400
800
1200
500' long
1790
M.C.
10
11
City Limits
15
14
OCEAN DRIVE
RHODODENDRON DR
To Otis
Road 1869
CEDAR ST.
LAKE
DRIVE
LAKE
DRIVE
RIDGE TERRACE
NORTH SHORE DR.
CHESTER AVE
OCEAN
DRIVE
DE RIVER
Meander Line
City Limits
Devil
Meander Line
City Limits
SOUTH AVE.
WATER
WAY
ST.
1ST.
2ND. ST.
DIVISION
SPRUCE
ST.
AVE.
AVE.
BLVD.
15
14
U.S. Meander Line
M.C.
1ST.
ST
AN
2ND
ST.


Line
MC.
1 ST.
ST
DE RIVER
CHESTER AVE
OCEAN DRIVE
DRIVE
OCEAN
RIDGE
TERRACE
RHODODENDRON DR
MC.
To Otis
Road 1869
DIVISION
SOUTH AVE.
City Limits
1 ST.
WATER ST. WAY
2ND. ST.
LAKE
DRIVE
Meander Line City Limits
Meander Line
CEDAR ST.
10 11
15 14
City Limits
1190
NORTH SHORE DR.
LAKE
DRIVE
10 11
15
14
SPRUCE
AVE.
AVE.
ST.
BLVD.
AVE.
AVE.
ST.
AVE.
NE
Devils Lake
6-18-87



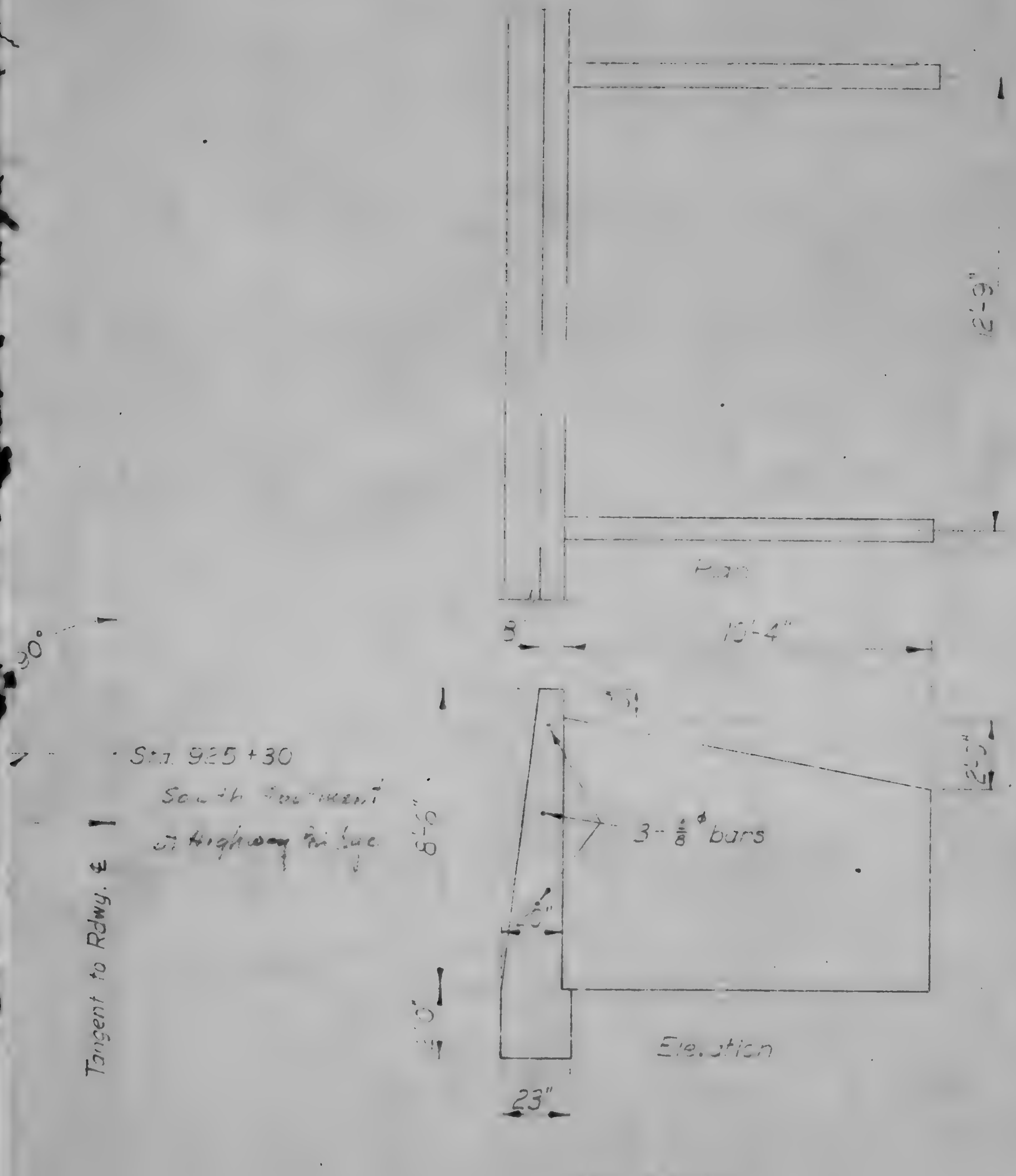
Line
MC.
1/4 Corner
CANYON DR.
VIEW DR.
SEAVIEW AVE.
SIXTH
FIFTH
FOURTH
THIRD
2ND.
1 ST.
MAIN
ST.
BUENA VISTA RD.
THORPE
ST.
AVE.
ST
ST
AVE.
NINTH
EIGHTH
SEVENTH
ST.
ST.
ST.
SPRUCE
ST.
11 TH.
ANN
ST.
AVE.
AVE.
ST.
ST.
HIGHWAY
COAST
OREGON
DIVISION
SOUTH AVE.
PROSPECT
WAY
FERNWOOD
WAY
1 ST.
WATER
ST.
WAY
2ND. ST.
DIVISION ST.
EAST DEVIL'S LAKE COUNTY ROAD
ST.
22
15
23
14
15
14
EARNSHAW
DR.
AVE.
SPRUCE
HOWARD
HEMLOCK
VIVIEN
AVE.
MAPLE
AVE.
ST.
LAKE
BLVD.
OAK
AVE.
ST.
HAZEL
ST.
AVE.
PINE
ST
AVE.
City Limits
N


OCEAN
U.S. Meander Line
City Limits
M.C.
¼ Corner
MARINE VIEW AVE.
OCEAN
CANYON DR.
VIEW DR.
SEAVIEW AVE.
SIXTH
FIFTH
FOURTH
THIRD
MAIN
ST.
2ND.
1 ST.
M.C.
BUENA VISTA RD.
THORPE
AVE.
ST.
ST.
ST.
NINTH
EIGHTH
SEVENTH
ST.
ST.
ST.
SPRUCE
ST.
ANN
AVE.
ST.
ST.
ST.
AVE.
AVE.
11 TH.
ST.
DIVISION
SOUTH AV
HIGHWAY
COAST
OREGON
01
PROSPECT WAY
FERNWOOD WAY
WATER ST. WAY
1 ST.
2ND. ST.
DIVISION ST.
EAST DEVIL'S LAKE COUNTY ROAD
22
15
23
14
15
14
EARNSHAW
RLOOK DR.
HOWARD
VIVIEN
HEMLOCK AVE.
MAPLE AVE.
LAKE BLVD.
OAK AVE.
SPRUCE

Mouth of "D" River, Lincoln County
June 1953

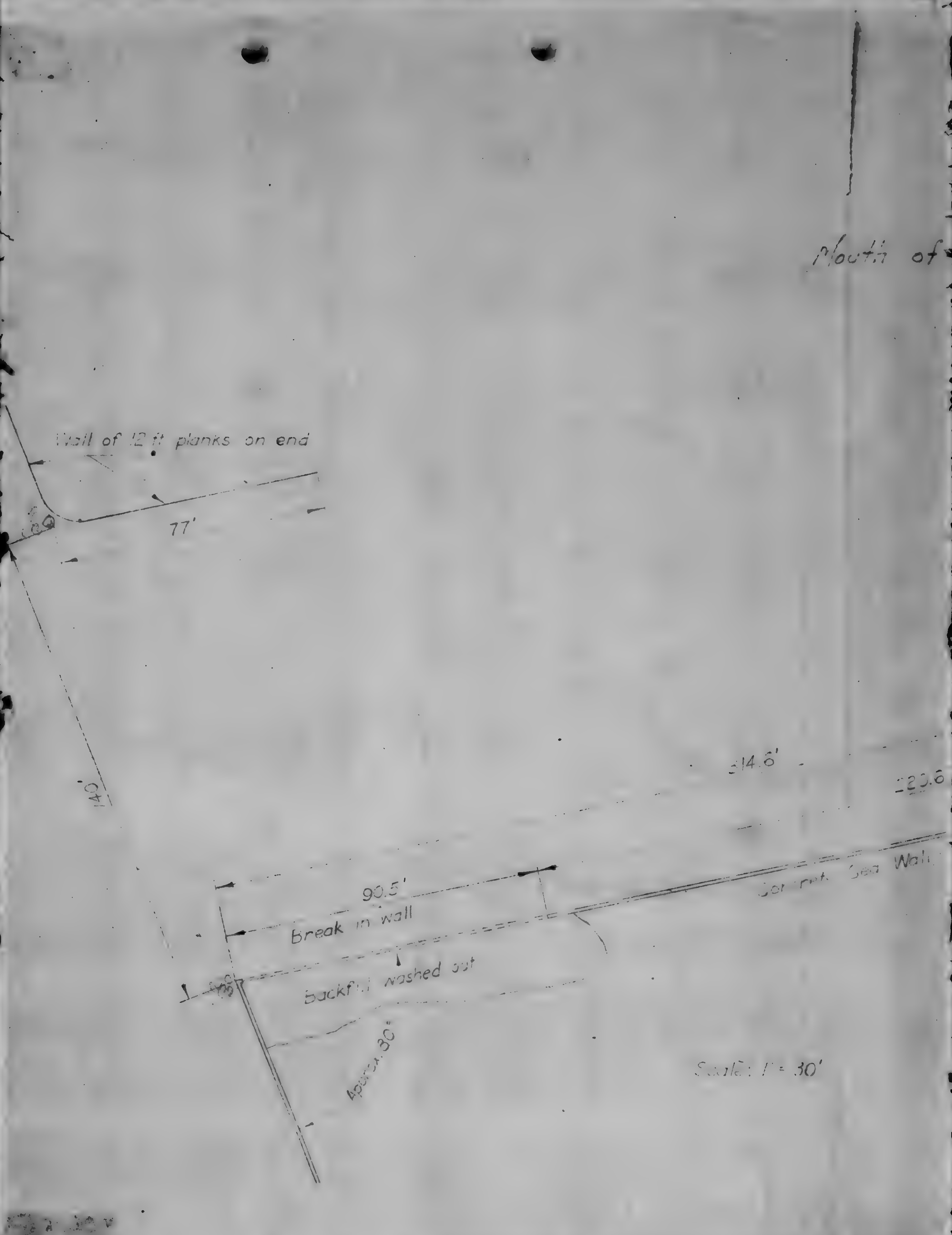
3.5

30°



Wall Details
Scale: 1/4"=1'0"

Mouth of "D" River, Lincoln County
June 1953


Mouth of
Wall of 12 ft planks on end
77'
140'
314.6'
120.6
90.5'
Break in wall
Concret. Sea Wall
backfill washed out
Approx. 30°
Scale: 1" = 30'

RECEIVED
[illegible] 1953
FOR FILING

June 3, 1953

Mr. George Calkins, Chairman
Delake Property Owners' Committee
Delake, Oregon

Dear Sir:

I will be glad to meet with you and discuss the matter of the outlet of Devils Lake at ten o'clock Wednesday morning, June 17, if this date is agreeable. Please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

May 28, 1953

Mr. Donald B. McCormick
Easley, Whipple & McCormick
Equitable Building
Portland 4, Oregon

Dear Mr. McCormick:

In response to your communication of May 21, advise that as soon as I can I will be delighted to meet with George Calkins, Chairman of the Delake Property Owners' Committee, and look into the situation about the flood problem which occurs nearly every year in that area, and will carefully re-examine the situation to determine whether there is anything which the Highway Commission can lawfully do to assist in this matter.

As soon as possible I will endeavor to arrange a date for a meeting with Mr. Calkins which will be sometime during the month of June.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
bc Governor Patterson

Helen Remove one of this.

NORMAN L. EASLEY
STEWART M. WHIPPLE
DONALD B. McCORMICK
CARL ROBERT WELLS
EUGENE I. FULOP

EASLEY, WHIPPLE & McCORMICK
ATTORNEYS AT LAW
EQUITABLE BUILDING
PORTLAND 4, OREGON

TELEPHONE
CAPITOL 9541

May 21, 1953

Mr. R. H. Baldock
State Highway Engineer
State Office Building
Portland, Oregon

Re: Delake Flood Control Matter

Dear Mr. Baldock:

We are in receipt of a letter from Governor Paul Patterson stating that he has asked the Highway Commission to re-examine the outlet of Devils Lake to ascertain whether or not there is anything which the Highway Department can lawfully do to assist in solving the flood problem annually occurring in that area.

As indicated in our letter of February 3, 1953, we represent a group of property owners in that area who, shortly subsequent to that date, adopted the name of "Delake Property Owners' Committee" and elected George Calkins as chairman.

The Committee will greatly appreciate any consideration that your Commission may extend, and we would like the opportunity to meet with your engineers or representatives at Delake, Oregon. In this regard, we would appreciate some notice so that a representative and well-informed subcommittee of this group could meet with your representatives.

For your information, our people feel that the major cause of the log jams forming in D River came about as a result of your replacement of the old wooden bridge by the present concrete structure and work attendant thereto.

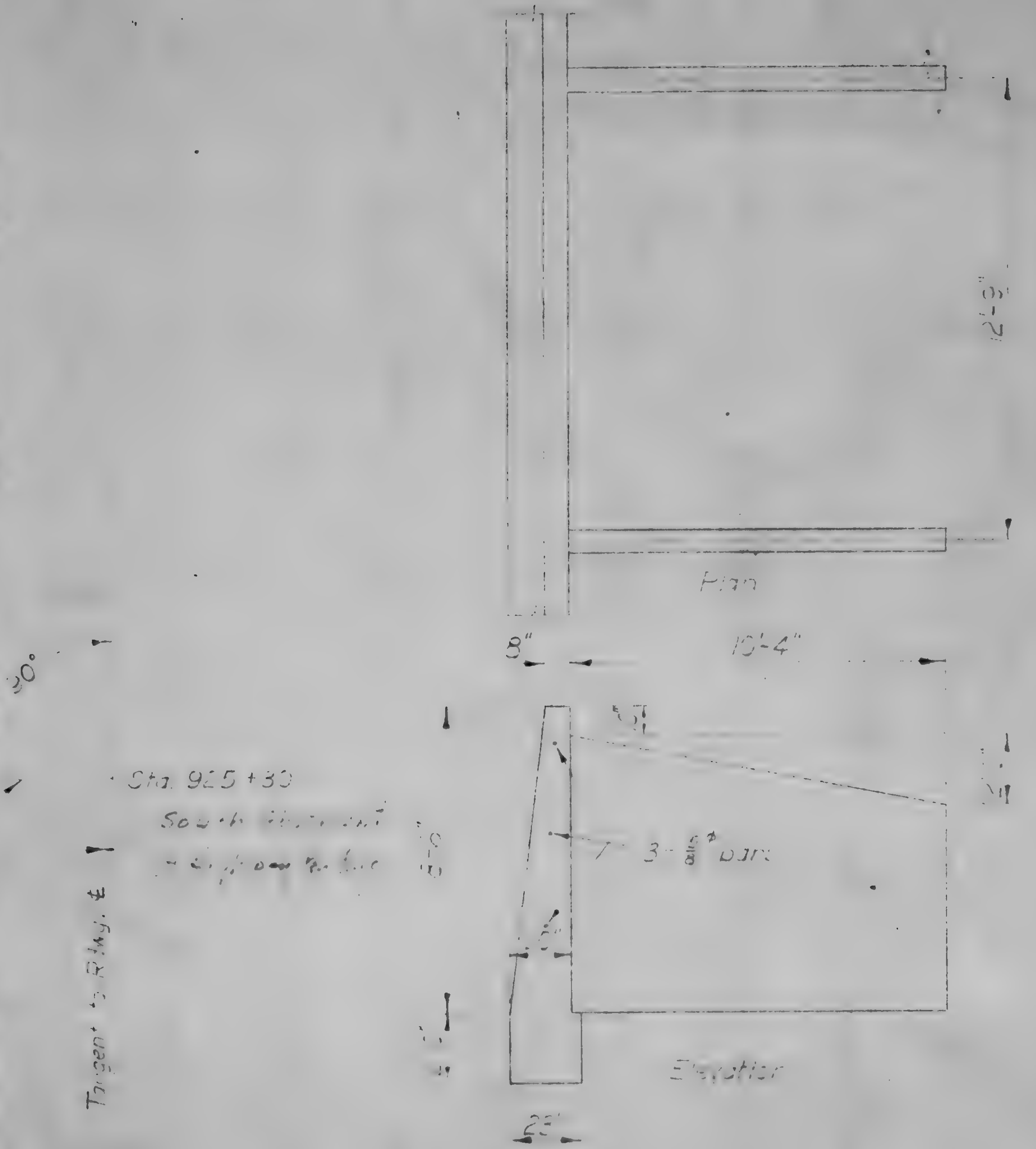
An early reply would be greatly appreciated as our people feel that something should be done before another expensive flood condition once more occurs.

Sincerely yours,

EASLEY, WHIPPLE & McCORMICK

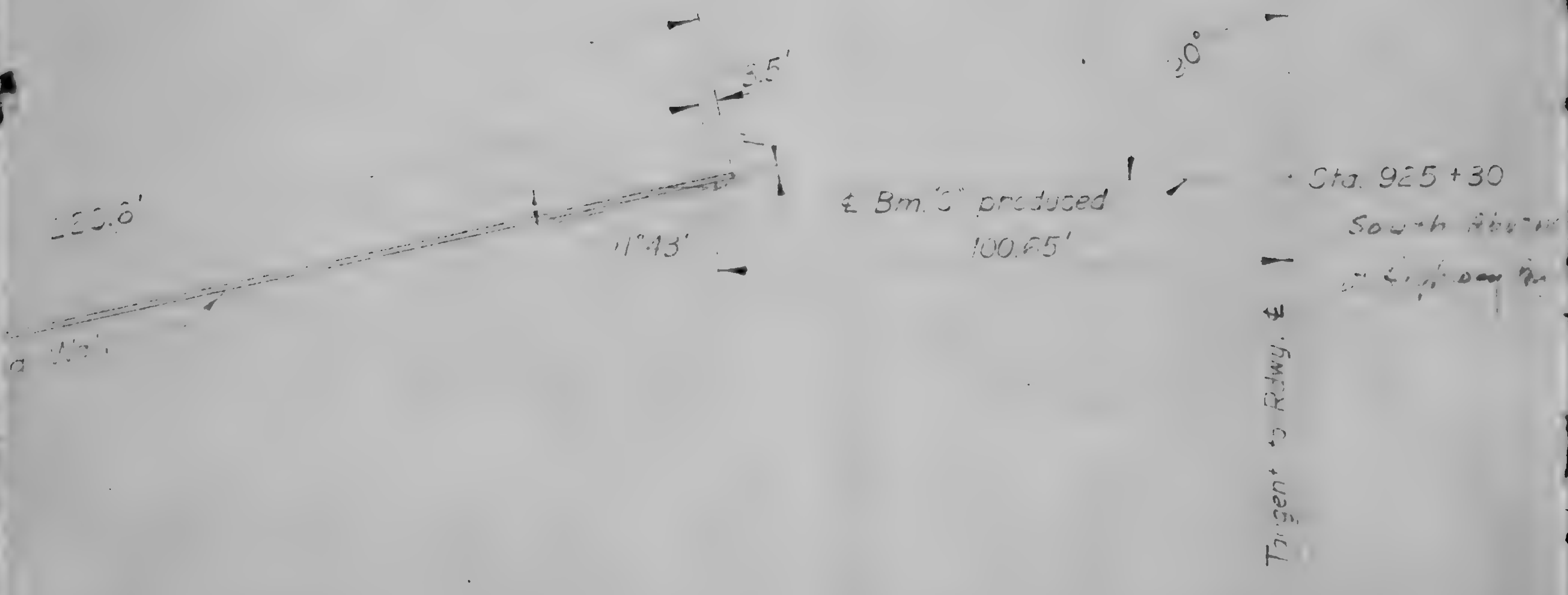
Donald B. McCormick
Donald B. McCormick

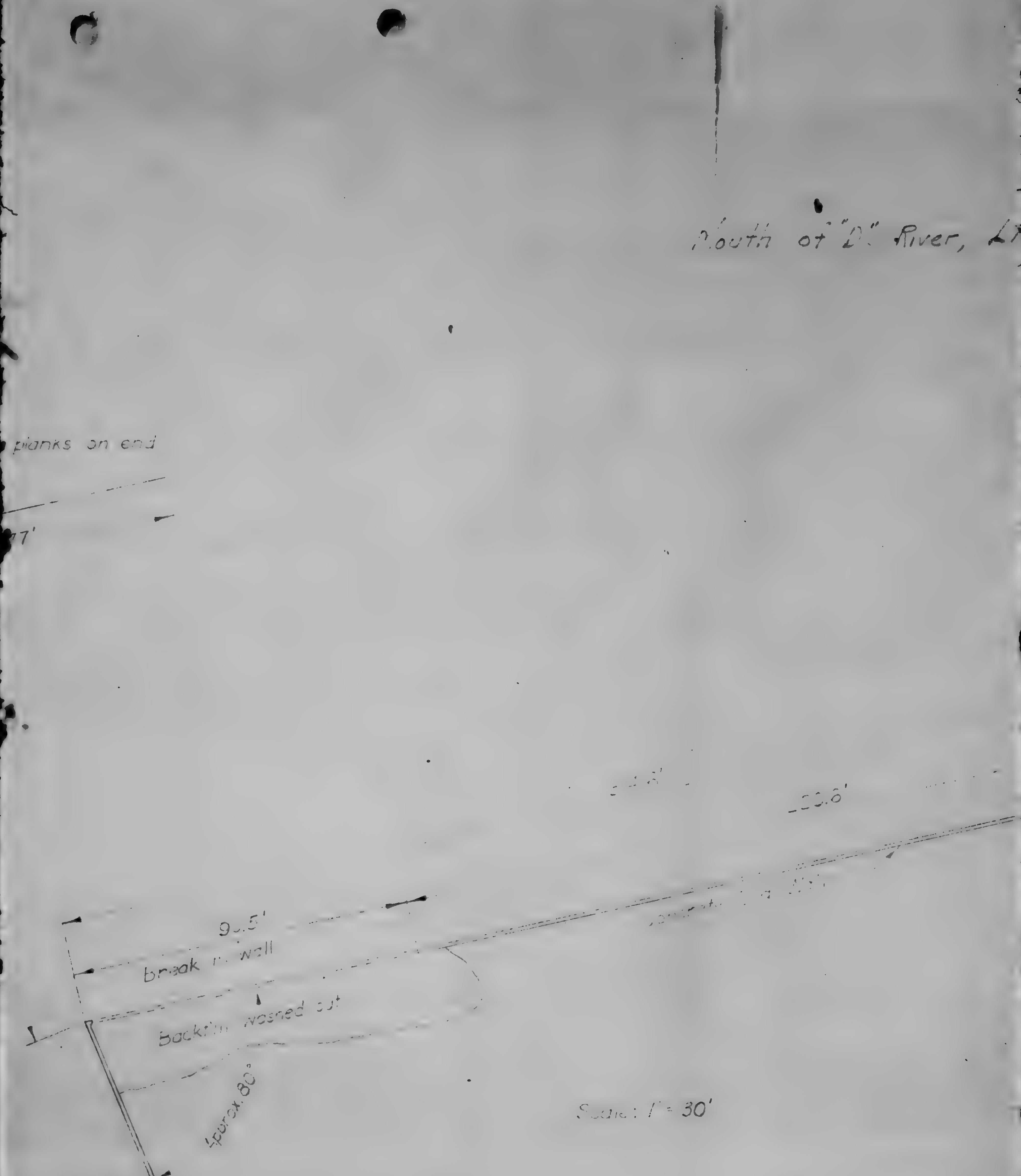
DBMc/hm

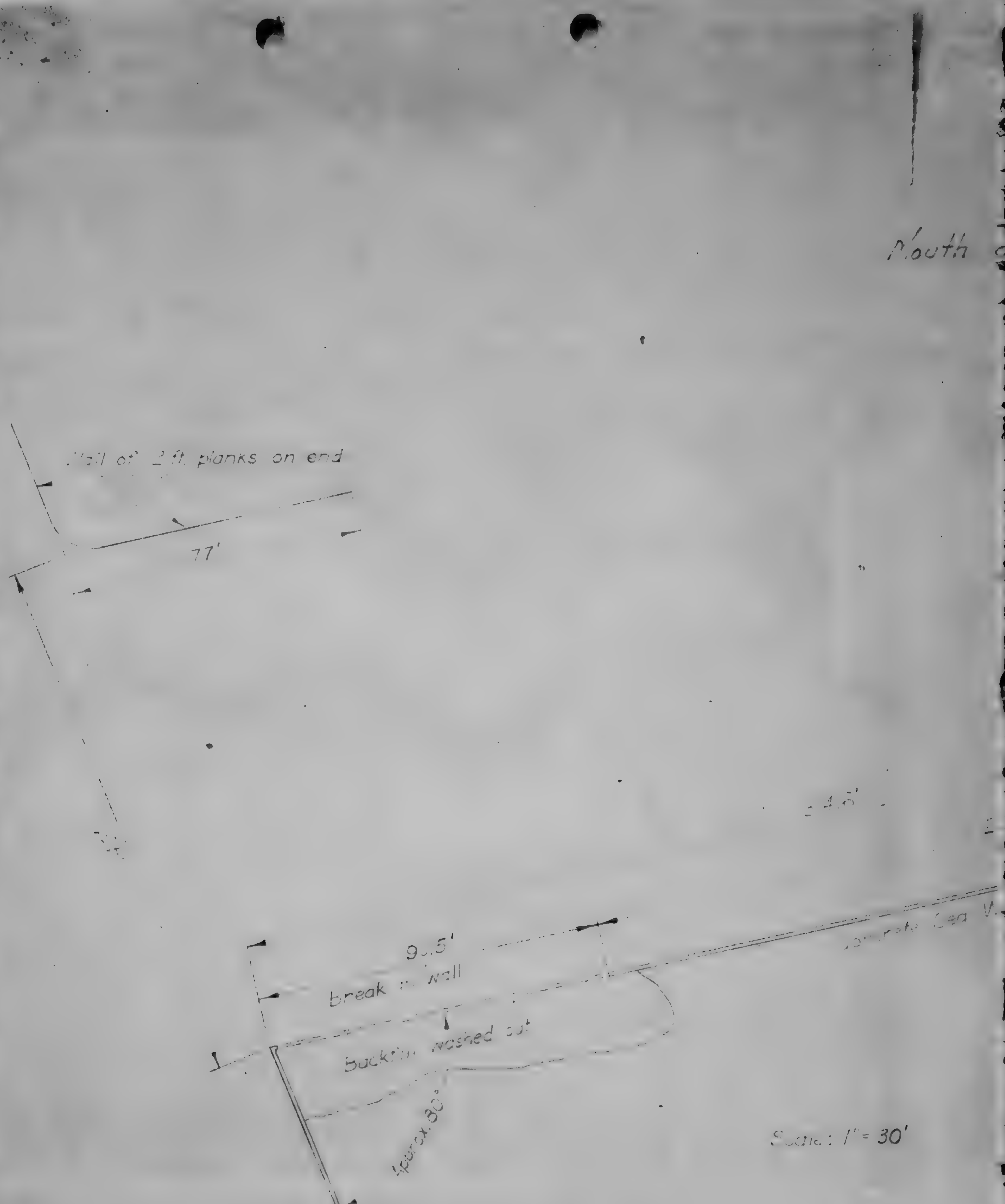


[illegible] Detail
Scale: 1/4"=1'0"

h of "D" River, Lincoln County
June 1953




Mouth of "D" River, Li
planks on end
77'
9_.5'
break in wall
Backfill washed out
Approx. 80°
_0.6'
Scale: 1" = 30'


Mouth
Wall of 2 ft. planks on end
77'
9[illegible].5'
Break in wall
Backfill washed out
Approx. 30°
Concrete Sea W
Scale: 1" = 30'

BF-313(1) Wilkesboro Overcrossing 1953

#4035

RECEIVED
FOR FILING
513

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY
1101 N. W. Hoyt Street, Portland 7, Oregon

C
O
P
Y

December 30, 1954

File DA-810-2-TB B-3422

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

Please refer to your letters dated December 7, 1954 regarding billing for all work in connection with the Terrebonne Overcrossing and Wilkesboro Grade Separation projects.

The bill numbers shown in your letter comprise the complete billing for the Terrebonne Overcrossing project. Our bill S-11655 in addition to bill numbers shown in your letter comprise the complete billing for the Wilkesboro Grade Separation projects.

Yours truly,

(sgd) S. W. Albertson

Comptroller

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 15, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4035	7-final	LEE HOFFMAN	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18790	R-103939	$8,345.19	9/14/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1954

Time Extensions: None

Completion Date: July 15, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-16-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By ______________________
Assistant Secretary

[illegible]

Warrant Mailed:

RECEIVED
FOR FILING

September 2, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4035 for construction of Wilkesboro Overcrossing on the Wilson River Highway in Washington County was completed by the contractor, Lee Hoffman, on July 15 and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $8,345.19 will be released to the contractor on or after September 13, 1954. The total contract amount is $97,178.94 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

ASSIGNMEN

Date: July 15, 1954 No. 5215 By

Description: **Bill No. 431976 from the Southern Pacific Company in amount of $951.33 for cost of labor and material furnished in connection with construction of overhead at Banks, Oregon.**

Acknowledged by____ Referred to **Gardner** ✓

☐ Investigate and report with recommendation
☒ Such action as necessary and report
☐ Comment or recommendation
☐ Return with rough draft of reply
☐ Prepare reply for signature of Mr.________
☐ Contact correspondent and report

Remarks: Billing processed for payment.

PLEASE RETURN TO
W. C. WILLIAMS

Rec'd 7-19-54

Executed ✓ Report Received__________

RECEIVED
FOR FILING

4035

C
O
P
Y

July 8, 1954

Mr. John Havlick, Jr.
Scapoose, Oregon

Re: Wilkesboro Overcrossing
Contract No. 4035

Dear Sir:

We have now completed the Wilkesboro Overcrossing. It is my understanding that you wish to avail yourself of our temporary toilet facilities, the water hold, the railroad crossing over the Southern Pacific tracks just north of the structure.

I am willing to let you have these facilities on the condition that you remove them to the satisfaction of any and all parties involved and advise me and the Oregon State Highway Commission that you will do so, and also be responsible for any liabilities incurred by the use of these facilities and keep us free and clear of any litigation.

Please advise me and the Oregon State Highway Commission of your acceptance of this matter in writing immediately. In the event that this doesnot meet with your approval we will remove the facilities above outlined to the satisfaction of the parties concerned and the matter will then be completed.

Very truly yours,

LEE HOFFMAN

LH/d
cc: Rogers Construction Co.

Oregon State Highway Commission

Robert Dow, Resident Engineer
Job 5304

RECEIVED
FOR FILING

17-313-1

4-25

[illegible]-55

ASSIGNMENT

Date: May 4, 1954 No. 5055 By wcw

Description: Bill No. 431264 from Southern Pacific Co., in amount of $1,062.46, in connection with overhead at Banks, Ore.

[illegible]

Acknowledged by_____ Referred to Gardner

_ Investigate and report with recommendation
XX Such action as necessary and report
_ Comment or recommendation
_ Return with rough draft of reply
_ Prepare reply for signature of Mr.________
_ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks: Being processed [illegible]

NOTED
W. C. WILLIAMS

Executed 5-4-54 Report Received__________

RECEIVED
NOV 30 1953
FOR FILING

[illegible]

[illegible]

November 27, 1953

Mr. Lee Hoffman
415 N. W. Cedar St.
Beaverton, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4035 which was awarded to you on October 29, 1953 by the State Highway Commission, covering the Wilkesboro Overcrossing of S.P.R.R. & S.P.& S. R.R. on the Wilson River Highway in Washington County. This copy is for your files.

A copy of this contract is also being sent to the surety on your performance bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
NOV 27 1953
FOR FILING

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

RAILROAD COMPANIES
FILE No. 4[illegible]

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1953

SUBJECT: Pux 87 - 19957
Wilkesboro Overcrossing
Wilson River Highway, Washington County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you fully executed copy of construction agreement with Southern Pacific Company covering the Wilkesboro Overcrossing on the Wilson River Highway in Washington County.

Copies of the instrument have been made and are being distributed with copy of this letter.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 1

cc:	Mr. W. C. Williams	
	Mr. G. S. Paxson	(6)
	Mr. H. G. Smith	(3)
	Mr. E. A. Collier	(2)
	Mr. A. G. Skelton	(2)

REFERRED TO
BY SECRETARY

files

FORM E-60 20M 9-51 82315

ORECON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1953

SUBJECT: Pux 87 - R/W 19957
Wilkesboro Overcrossing easement
Washington County

To: Mr. E. F. Saling
R/W Office Manager
O F F I C E

Dear Mr. Saling:

Enclosed please find executed copy of easement agreement covering the above project. When the recording data is received on this agreement please advise so that we may forward it to Mr. Hopkins of Southern Pacific Company.

A supply of multilithed copies of the instrument is enclosed herewith for distribution.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. Agreement
10 copies

cc: Mr. H. B. Glaisyer ✓

REFERRED TO Guerin
BY SECRETARY

until for executed copy

received 11-25-53

No. 4668
By McL

ASSIGNMENT

Date: **November 19, 1953**

Description: **Bill from Western Union Telegraph Company (No. 18) in connection with Wilkesboro Overcrossing.**

Acknowledged by _____ Referred to ___Gardner___ NOTED

W. C. WILLIAMS

Investigate and report with recommendation
xxx~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

PLEASE RETURN TO W. C. WILLIAMS

Assignment executed Ret'd 11-20-53 Report received ________

Remarks: Bill being [illegible] for payment

FORM E 30 25M 9 51 82310

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1953

SUBJECT: File 21260 - Temporary grade crossing
Wilkesboro, Washington County

To: Mr. W. C. Williams
Asst. State Highway Engineer
O F F I C E

Dear Mr. Williams:

Herewith I hand you original and duplicate copy (under one binding) of license agreement from Spokane, Portland & Seattle Railway Company covering a private road crossing desired in connection with the construction of the Wilkesboro Overcrossing, or, possibly, the Glenwood-North Plains Section of the Wilson River Highway in Washington County.

This form is somewhat irregular in that it does not provide for execution by the State Highway Commission, but I understand that the crossing will only be in use for a period of some two to three weeks and it would appear that it may be executed by you as Assistant State Highway Engineer rather than going through the formality of having it executed by the Highway Commission.

The encroachment agreement covering the main grading project will require that the State's contractor name the Railway Company as co-insured, and this protection has been incorporated in and made a part of the temporary crossing agreement.

After signing please return both copies direct to me.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

[illegible]
retd to
[illegible]

W. C. WILLIAMS

RECEIVED
FOR FILING

3/10

10/29/53

October 29, 1953

Mr. Lee Hoffman
P. O. Box 37
Beaverton, Oregon

Dear Mr. Hoffman:

The State Highway Commission on September 25 accepted your proposal for construction of the Wilkesboro Overcrossing of the S. P. and S. P. & S. Railroad tracks westerly from North Plains in Washington County for the sum of $99,550.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4035.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. W. M. Fransen
Mr. R. G. Smith
Mr. G. S. Paxson
Mr. S. M. Probert
Mrs. Goldie Lewis

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

October 29, 1953

Mr. Lee Hoffman
Beaverton, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Wilkesboro Overcrossing in Washington County for which you submitted low bid on September 25. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

1953

RECEIVED
FOR FILING
FORM E-30 25M 9-51 82316
[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1953

SUBJECT: Glenwood-North Plains Section
Wilkesboro Railroad Overcrossing

To:

W. C. Williams
1st Assistant State Highway Engineer
BUILDING

Clearances have now been received from the railroads and as far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

W. C. WILLIAMS

RLP:pg

1953

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 29, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that right of way matters have been cleared and that the plans have been approved by the Southern Pacific Company, we hereby concur as of this date in award of Contract No. 4035 for Oregon Project BF-313(1), Glenwood-North Plains Section of the Wilson River Highway, Wilkesboro Overcrossing Structure, to Lee Hoffman, Portland, Oregon, low bidder in the amount of $99,550.00 at the September 25, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

NO
W. C. WILLIAMS

cc G. S. Paxson

Asst. State Highway Engineer

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FOR FILING

October 26, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Wilkesboro Overcrossing
F.A.P. Oregon BF-313(1)

On September 25, the Highway Commission accepted the low bid of Lee Hoffman of Beaverton in the amount of $99,550.00 for the above project.

The award of the contract was held in abeyance until such time as the engineer could clear certain matters pertaining to right of way with the Southern Pacific Company. These matters are now cleared up to our satisfaction. We have a permit of entry from the Southern Pacific Company, and the engineer proposes to award the contract as of October 29, 1953. May we have your concurrence in this award.

We have previously furnished you with three copies of the PUC order for the project, three unexecuted copies of the State-railroad agreement with the Southern Pacific Company (agreement is now in the hands of Southern Pacific Company and fully conformed copies will be furnished you in the near future) and a set of plans and specifications approved by the S.P.& S. Railway Company. We have a letter in our files from the Southern Pacific Company approving the plans and specifications for the work, but they have not yet returned to us a set of plans and specifications with their approval noted thereon. We expect these to be coming along any day now and will forward them to you as soon as they are received.

Our contract number for this job will be 4035.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

CAG/ds

cc G. S. Paxson

File Away

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[illegible]

Salem, Oregon
Sept. 29, 1953

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached hereto for further handling are the fully executed original and first copy of a construction agreement and the original and first copy of an easement agreement with the Southern Pacific Company relative to the Wilkesboro Over-the crossing on the Wilson River Highway near Banks. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Officials of the Railroad Company.

When fully executed please return one copy of each to this office for the Commission's files.

Yours very truly,

Secretary

rn
Attach: 4

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SEP [illegible] 1953
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[illegible]

September 28, 1953

Mr. Lee Hoffman
P. O. Box 37
Beaverton, Oregon

Dear Mr. Hoffman:

The State Highway Commission on September 25, 1953 accepted your bid in the amount of $99,550.00 for construction of the Wilkesboro Overcrossing in Washington County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC
G. S. Paxson

PF-[illegible] (1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1953

SUBJECT: Commission Meeting September 24-25th
Files Pux 87 - 19959
Easement & Construction Agreements
Wilkesboro Overcrossing, Wilson River Hy.
Washington County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission original and first copy of construction agreement, and original and first copy of easement agreement with Southern Pacific Company relative to the Wilkesboro Overcrossing on the Wilson River Highway near Banks.

After execution by the State Highway Commission please return all copies direct to me for further handling.

It should be noted that the easement agreement will have to be acknowledged so that it may be placed on record.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 4

cc: Mr. W. C. Williams
Mr. G. S. Paxson

AUTHORIZED BY [illegible]
DATE November 24, 1952 – by adoption of survey – see page 20870 of the minute book.
H B Glaisyer
Secretary

FORM E-30 25M 9-51 52218

NOTE —
W. C. WILLIAMS

Panel
[illegible]
Gen

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4, 1953

SUBJECT: Pux 87 - Wilkesboro Overcrossing
Spokane, Portland & Seattle Ry. Co.
Wilson River Highway, Washington County

To:
Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. H. G. Smith (3)
Mr. A. G. Skelton (2)
Mr. E. A. Collier (2)
Mr. F. B. Crandall
Mr. H. B. Simpson
Mr. Bob May

Gentlemen:

Herewith I hand you copy of Public Utilities Commissioner's Order No. 32469 in which permission is granted to the State Highway Commission to construct a crossing over the tracks and right of way of Southern Pacific Company and Spokane, Portland & Seattle Railway Company at Wilkesboro on the Wilson River Highway in Washington County.

Very truly yours,

J. W. De Souza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

FORM E-30 25M 9-51 82315

NOTED
W. C. WILLIAMS

[illegible]
[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4, 1953

SUBJECT: Pux 87 - Wilkesboro Overcrossing
Spokane, Portland & Seattle Ry. Co.
Wilson River Highway, Washington County

To:
Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. H. G. Smith (3)
Mr. A. G. Skelton (2)
Mr. E. A. Collier (2)
Mr. F. B. Crandall
Mr. H. B. Simpson
Mr. Bob May

Gentlemen:

Herewith I hand you copy of Public Utilities Commissioner's Order No. 32469 in which permission is granted to the State Highway Commission to construct a crossing over the tracks and right of way of Southern Pacific Company and Spokane, Portland & Seattle Railway Company at Wilkesboro on the Wilson River Highway in Washington County.

Very truly yours,

J. W. De Souza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

Perf 87

Order #32469

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2398

In the Matter of the Application of the State)
of Oregon, by and through its State Highway)
Commission, for authority to cross over the)
tracks and rights of way of Southern Pacific)
Company and Spokane, Portland & Seattle Rail-)
way Company at WILKESBORO on the Wilson River)
Highway in the Southwest quarter of the South-)
east quarter (SW$\frac{1}{4}$ SE$\frac{1}{4}$) of Section 31, Township)
2 North, Range 3 West, W.M., in Washington) ORDER
County, Oregon.)

The above entitled matter was duly heard on Monday, July 27, 1953, at 11:00 A.M., in the County Court House, Hillsboro, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

Robert L. May, Jr., Attorney, Salem, Oregon
In behalf of Oregon State Highway Commission

Harland F. Moy, Principal Assistant Engineer,
Portland, Oregon
In behalf of Spokane, Portland & Seattle
Railway Company

Joseph Larkin, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

The Oregon State Highway Commission is proposing the construction of an extension of the Wilson River Highway from its present terminus at or near Washburn to North Plains in Washington County, Oregon. In connection therewith it will be necessary to cross the tracks and rights of way of the Tillamook Branch of Southern Pacific Company and of Spokane, Portland & Seattle Railway Company's Third Subdivision running from United Junction to Vernonia. A crossing at grade at this location under conditions of traffic which will prevail would not be desirable from the standpoint of safety, and authority has been requested by application of Oregon State Highway Commission, filed June 9, 1953, for construction of an overcrossing structure to carry the highway over the tracks of the railroad companies.

Evidence was adduced in behalf of the parties as set forth above, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

The vehicular traffic over the crossing based upon 1952 calculations is estimated to be 1,000 vehicles per day. The average train movements over the tracks of Southern Pacific Company are five trains daily and upon the Spokane, Portland & Seattle Railway Company's tracks two trains per day.

The roadway of the structure will be constructed on a 1300-foot vertical curve, which will be joined on the west by an ascending grade of 1.63% and on the east by an ascending grade of 1.52%. The angle of intersection of highway and railroad centerlines will be approximately 68 degrees with Southern Pacific Company's tracks and 60 degrees with Spokane, Portland & Seattle Railway Company's tracks.

All costs incidental to the construction of the overcrossing will be borne by Oregon State Highway Commission, and the railroad companies will be reimbursed for all expenses made necessary by construction, such as the furnishing of flagman and watchman services to safeguard railroad operations during the construction period; providing and installing guard rails; moving and reinstalling rights of way fences, signal and communication lines or any other railroad facilities, which expenses are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

Upon completion, the railroad companies will, at their own expense, continue to maintain their respective tracks and roadbeds, and Oregon State Highway Commission will assume the burden of expense of maintaining the overcrossing structure.

Standard railroad track clearances as set forth in P.S.C. Oregon Order No. 99 will be impaired during the construction period only and authorization therefor will be required.

Revision of Oregon State Highway Commission's Drawing No. 10901, dated July 29, 1953, and the resultant change in elevation of the overcrossing structure provides for standard railroad track clearances after completion.

Consent to the granting of the application and the construction of the overcrossing structure was indicated in a letter from Southern Pacific Company's Attorneys dated July 2, 1953, and a letter from the Chief Engineer of Spokane, Portland & Seattle Railway Company dated August 11, 1953.

From the foregoing it is concluded that the construction of an overcrossing structure at this location is in the public interest, meets with the approval of the railroad companies, and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over the tracks and rights of way of Southern Pacific Company and Spokane, Portland & Seattle Railway Company at Wilkesboro on the Wilson River Highway in the Southwest Quarter of the Southeast Quarter of Section 31, Township 2 North, Range 3 West, Willamette Meridian, in Washington County, Oregon, is granted; and it is further

ORDERED that the structure shall be constructed in a good and workmanlike manner, in conformance with accepted construction standards and in accordance with revised plans and profiles submitted by Oregon State Highway Commission which by this reference are made a part hereof, and under such agreements as have been or may be entered into between Oregon State Highway Commission and the Railroad Companies; and it is further

ORDERED that all costs incidental to the construction of the structure shall be borne by Oregon State Highway Commission, and that the Railroad Companies shall be reimbursed, as provided for by General Administrative Memorandum No. 299 of the Public Roads Administration, and amendments thereof and supplements thereto, for such expenses as may be incurred in connection with the necessary services performed during the construction, such as furnishing watchman and flagman services as may be necessary to safeguard railroad operations, providing and installing guard rails, moving and reinstalling rights of way fences, and removal and reinstallation of such other railroad signal and communication lines or other facilities as may be required; and it is further

ORDERED that all costs of maintenance of the structure shall be borne by Oregon State Highway Commission, and all costs of maintenance of the tracks and roadbed and other railroad facilities under the structure shall be borne by the Railroad Companies having ownership therein; and it is further

ORDERED that such impairments to the standard horizontal and vertical clearances set forth in P.S.C. Oregon Order No. 99 as may be made necessary by the construction and use of falsework during the period of construction is hereby authorized; and it is further

ORDERED that, upon completion of the structure, the designations 8U-26.8-A for Spokane, Portland & Seattle Railway Company, and FD-744.0-A for Southern Pacific Company will be assigned to the crossing as a means of identification in the Commissioner's Catalog of Crossings in the State of Oregon.

Made and entered this 1st day of September, 1953.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

FORM E-30 37,900 4-52 56806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1953

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Hearing before the Public Utilities Commissioner has been set for Monday, August 10, 1953, at 10:30 A. M., in the Washington County Courthouse at Hillsboro, Oregon, for the following matter: Application of Washington County, Oregon, for authority to construct a crossing at grade with the tracks of Oregon Electric Railway Company between Hillsboro and the Tualatin Valley State Highway in Washington County.

The State Highway Commission filed an answer in the cause interposing no objection to the issuance of an order authorizing the crossing. It therefore seems unnecessary for the Highway Department to be represented at the hearing, but I am advising you of the same for your information.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Robert L. May, Jr.
ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh

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AUG 10 1953
OFFICE OF
STATE HIGHWAY ENGINEER

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 31, 1953

Mr. Charles H. Heltzel
Public Utilities Commissioner
400 Public Service Building
Salem, Oregon

Attention: Mr. Dave Don

Re: FAX-37 - Wilkesboro
Overcrossing, Wilson
River Highway
Washington County
PUC Docket No. F-2398

Dear Mr. Don:

Hearing before Mr. C. E. J[illegible], Examiner, was held on Monday, July 27, 1953, in Hillsboro, upon the application of the State Highway Commission for authority to cross over the tracks and rights of way of the Southern Pacific Company and the Spokane, Portland & Seattle Railway Company at Wilkesboro.

During the course of the hearing, a question was raised as to whether the plans and design of the proposed overcrossing structure provided minimum vertical clearances for the tracks of the Spokane, Portland & Seattle Railway Company under the provisions of P.S.C. Order No. 99. In order to assure that adequate clearance is provided for the tracks of the Spokane, Portland & Seattle Railway Company, the plans for the proposed overcrossing structure have been revised so as to provide a minimum vertical clearance of twenty-two feet at a point eight feet and six inches from the center line of the Spokane, Portland & Seattle Railway Company tracks.

Inclosed herewith, is one copy of State Highway Commission Drawing No. 10901, showing the grade line and vertical clearance revised July 29, 1953. It is requested that this drawing be substituted for State Highway Commission Drawing No. 10901 attached to and by reference made a part of the petition of the State Highway Commission in this matter. Two prints of the revised State Highway Commission Drawing No. 10901 are being forwarded to the Southern Pacific Company and the Spokane, Portland & Seattle Railway Company.

Yours very truly,

C. W. ENFIELD
Chief Counsel
By

ROBERT L. MAY, JR.
Assistant Attorney

NOTED
[illegible]

RLM:FMC

cc- Koerner, Young,
McColloch & Dezendorf

c- Hart, Spencer, McCulloch,
Rockwood & Davies
Mr. W. C. Williams
Mr. G. H. Paxson
Mr. H. G. Smith

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FOR FILING

FORM E-30 25M 9-51 52819

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 28, 1953
Salem, Oregon

SUBJECT: PUX 87
WILKESBORO OVERCROSSING
WASHINGTON COUNTY

To: MEMO TO THE FILE

The hearing on the above matter was held in the county court house, at Hillsboro, Oregon, at 11:00 A.M. on Monday, July 27, before Mr. C. E. Jaqua, sitting as examiner for the Public Utilities Commission. Mr. Joseph Larkin appeared as Attorney for the Southern Pacific Company, Mr. Harland F. Moy appeared as Attorney for the S. P. & S. Railway Co., and the State Highway Commission was represented by the writer.

Mr. Forrest Cooper was called to the stand and testified regarding the general nature of the proposed highway project, Mr. Ivan Merchant testified regarding the details of the overcrossing structure, and Mr. Joe Gately testified as to the estimated volume of traffic.

In view of the fact that there was no controversy regarding the matter, neither the Southern Pacific Co. nor the S. P. & S. /Railway Co. placed witnesses on the stand. However, Mr. Jaqua, the examiner, pointed out that the design of the overcrossing structure was such that a vertical clearance of less than 22 feet was provided at a point 5 or 6 feet from the center line of the S. P. & S. Companie's tracks. Mr. Jaqua stated that this was an impaired clearance under the provisions of P. S. C. Or. No. 99, and that either the impaired clearance must be eliminated or an application must be made to the Public Utilities Commissioner for permission to construct the impaired clearance. Mr. Moy, Attorney for the S. P. & S. Railway Co., stated that he was not in a position to speak for his company on the matter, but he indicated that in his opinion the company would not be inclined to make application for permission to have an impaired clearance.

Mr. Jaqua advised that an order on this matter would not be entered until such time as the matter of clearance had been straightened out. Mr. Merchant stated that he would discuss the matter with Mr. Paxson.

ROBERT L. MAY, JR.

RLM:sp
cc - Mr. W. C. Williams
Mr. J. S. Paxson
Mr. H. G. Smith
Mr. C. W. Enfield

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FORM E-30 25M 9-51 52315

Const
Bridge Engr.
Gen

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1953

SUBJECT: Pux 83 - Wilkesboro Overcrossing
Wilson River Highway
Washington County

To: Mr. W. C. Williams
Asst. State Highway Engineer
OFFICE

Dear Mr. Williams:

Hearing before the Public Utilities Commissioner has been set for Monday, July 27, 1953, at 11:00 o'clock a.m. at the Washington County Court House, Hillsboro, Oregon, on the application of the State Highway Commission for authority to cross over the tracks and rights of way of Southern Pacific Company and Spokane, Portland & Seattle Railway Company at Wilkesboro on the Wilson River Highway.

It will be appreciated if Mr. Paxson or someone from his office may be present to testify regarding the structure, and if Mr. Smith or someone from his office may be present to testify regarding the general nature of the construction project, and if Mr. Crandall or someone from his office may be present to testify regarding the estimated traffic.

Very truly yours,

Robert L. May Jr.

ROBERT L. MAY, JR.
Assistant Attorney

RLM:mb

cc: Mr. G. S. Paxson
Mr. H. G. Smith
Mr. F. B. Crandall

BF-313(1) Glenwood-North Plains Sec. 1953
of the Wilson River Hwy.
#4036

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NOV 6 - 1968

[illegible]

[redacted]

Thaddeus Bruno, [illegible]
Portland

November 4, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are forwarding three copies of progress voucher for the following bond-financed Federal-aid Project:

BF-313(1) Glenwood-N. Plains Section $276,227.07

This voucher is being submitted for reimbursement as sufficient bond maturity payments have been made by the State to cover this cost, in addition to bond-financed projects submitted to you for reimbursement previously.

No previous reimbursement has been made or requested for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

CL:bb
cc: R. L. Porter
F. B. Klaboe
R. N. Chase
C. H. Maison

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December 4, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Project No. EF-313(1)
File No. 19803 - Barbee
Washburn-N. Plains Section
Contract No. 4036

Dear Sir:

We are sending six copies of revised construction plans sheet No. 4 for the above-mentioned project.

The change involved was right of way File No. 19803 and was approved in your letter dated November 10, 1964 for the sale of this property.

We request one copy be returned approved for our files if found to be satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:mb

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MAY [illegible] 1957

files

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 23, 1957

~~(CONTRACT NO.)~~	(EST. NO.)	(CONTRACTOR)
4036	20 Post Final	Rogers Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11982	H-131930	$ 2,753.93	5/23/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **July 31, 1955**

Time Extensions: **Feb. 1, 1956**

Completion Date: **Jan. 31, 1956**

Date Accepted: **Mar. 1, 1956**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **May 24, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

MAY 24 1957

RECEIVED
MAY 14 1957
FOR FILING

[illegible]

4036

May 14, 1957

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attn.: Carroll R. Young

Gentlemen:

You are hereby notified that a post-final payment will be made to Rogers Construction Company on contract No. 4036, for grading on the Glenwood-North Plains Section of the Wilson River Highway in Washington County. This payment will be made on or after May 24, 1957.

The total amount paid the contractor in connection with this contract will be $637,725.68, including the post-final payment of $2,753.93, of which $7,080.56 is for force account work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

em

cc: Pallett, Fisher & Carlo, Inc.
U.S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
em

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FORM 230—50M—9-56—96654
El 312(1)

4036

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1957

SUBJECT: Glenwood-North Plains
Wilson River Highway
Contract No. 4036

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am resubmitting herewith a copy of a claim from the Rogers Construction Company for work on the grading contract on the subject named section. These claims are three in number and settlement of the same will further final agreement with the Rogers Construction Company on this job.

Claim No. 1: Extra work on cattle passes. This is covered by Extra Work Order No. 5, which involved the placing of the 3/4"-0 Material in the floor of the cattle passes. At the time the work was done, this was paid for at the contract unit prices. This material, however, could not be placed by truck dumping and has had to be wheelbarrowed into the cattle passes.

Claim No. 2: Covers sprinkling not compensated for during the contract. It is believed that the State received considerable benefit from this sprinkling work in protecting the State against claims from dust damage to lands adjacent to the highway. It is thought fair to both the contractor and the State to split this water 50-50.

You have previously approved Claims No. 1 and 2, but with the reservation that you wished them held until after settlement of the washing claim on gravel from the Dugdale pit. There has been a settlement reached for this washing claim and it is thought that these claims should be further processed at this time.

Claim No. 3, regarding higher grading costs because of structural work under way on the Mountaindale Underpass, will be further discussed with the contractor to see if they will not withdraw this claim.

In view of the above, it is recommended that you release Extra Work Order No. 5 and Price Agreement No. 3 in settlement of Claims 1 and 2. Attached hereto is a rough draft of a suggested reply to the Rogers Construction Company.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young,
Ass't Construction Engineer

NOTED
FORREST COOPER

LHY:jc

Encl.

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November 9, 1956

FINAL COST ANALYSIS

Glenwood-North Plains
Contract No. 4036

BF 313 (1)

Grading
Rogers Construction Company, Contractor
Carl A. Peterson, Resident Engineer

Wilson River Highway
Prefix: 34-1075-201 (41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$50,000.00	All	$ 46,029.56	$50,000.00
Struct. Excav. Unclass.	2,957.88	Cu.Yd.	$ 3.00	$ 2.16	6,378.77	8,873.64
Trench Excav. Unclass.	263.49	Cu.Yd.	1.00	.975	256.92	263.49
General Excav. Unclass.	1,132,780.9	Cu.Yd.	.30	.276	312,461,89	339,834.27
Short Overhaul	3,848,923	Yd.Sta.	.0075	.0069	26,571.80	28,866.92
Long Overhaul	219,412.7	C-yd.Sta.	.30	.276	60,552.00	65,823.81
Finish Roadbed and Slopes	9.3	Mile	500.00	458.49	4,263.64	4,650.00
Rounding Cutbanks	14,840	L.F.	.15	.12	1,775.31	2,226.00
8" Sewer Pipe	90	L.F.	1.00	.79	71.02	90.00
12" Concrete Pipe	444	L.F.	1.50	1.47	654.93	666.00
18" Concrete Pipe	1,962	L.F.	3.25	2.97	5,826.41	6,376.50
24" Concrete Pipe	195	L.F.	5.00	4.44	866.49	975.00
30" Concrete Pipe	39	L.F.	7.00	6.94	270.73	273.00
48" Concrete Pipe	228	L.F.	12.00	10.88	2,480.86	2,736.00
12" Corr. Metal Pipe	190	L.F.	2.50	2.43	461.80	475.00
18" Corr. Metal Pipe	1,938	L.F.	3.50	3.19	6,182.91	6,783.00
24" Corr. Metal Pipe	618	L.F.	5.00	4.97	3,070.46	3,090.00
24" Corr. Metal Pipe, Extra Strength	190	L.F.	6.25	6.00	1,140.02	1,187.50
42" Corr. Metal Pipe, Extra Strength	154	L.F.	15.00	14.12	2,174.26	2,310.00
48" Corr. Metal Pipe	284	L.F.	18.00	12.92	3,670.33	5,112.00
48" Corr. Metal Pipe Extra Strength	250	L.F.	21.00	16.00	4,000.28	5,250.00
84" Corr. Metal Pipe	358	L.F.	45.00	35.18	12,595.45	16,110.00
104" Struc. Plate Pipe Arch	80	L.F.	60.00	56.84	4,546.88	4,800.00

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NOV 13 1956
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WILLIAMS
FILING

November 9, 1956

FINAL COST ANALYSIS

Glenwood-North Plains
Contract No. 4036

Grading
Rogers Construction Company, Contractor
Carl A. Peterson, Resident Engineer

Wilson River Highway
Prefix: 34-1075-201 (41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$50,000.00	All	$ 46,029.56	$50,000.00
Struct. Excav. Unclass.	2,957.88	Cu.Yd.	$ 3.00	$ 2.16	6,378.77	8,873.64
Trench Excav. Unclass.	263.49	Cu.Yd.	1.00	.975	256.92	263.49
General Excav. Unclass.	1,132,780.9	Cu.Yd.	.30	.276	312,461.99	339,834.27
Short Overhaul	3,848,923	Yd.Sta.	.0075	.0069	26,571.90	28,866.92
Long Overhaul	219,412.7	C-yd.Sta.	.30	.276	60,552.00	65,823.81
Finish Roadbed and Slopes	9.3	Mile	500.00	458.99	4,268.64	4,650.00
Rounding Cutbanks	14,840	L.F.	.15	.12	1,775.31	2,226.00
8" Sewer Pipe	90	L.F.	1.00	.79	71.02	90.00
12" Concrete Pipe	444	L.F.	1.50	1.47	654.93	666.00
18" Concrete Pipe	1,962	L.F.	3.25	2.97	5,826.41	6,376.50
24" Concrete Pipe	195	L.F.	5.00	4.44	866.49	975.00
30" Concrete Pipe	39	L.F.	7.00	6.94	270.73	273.00
48" Concrete Pipe	228	L.F.	12.00	10.88	2,480.86	2,736.00
12" Corr. Metal Pipe	190	L.F.	2.50	2.43	461.80	475.00
18" Corr. Metal Pipe	1,938	L.F.	3.50	3.19	6,189.91	6,783.00
24" Corr. Metal Pipe	618	L.F.	5.00	4.97	3,070.46	3,090.00
24" Corr. Metal Pipe, Extra Strength	190	L.F.	6.25	6.00	1,140.02	1,187.50
42" Corr. Metal Pipe, Extra Strength	154	L.F.	15.00	14.12	2,174.26	2,310.00
48" Corr. Metal Pipe	284	L.F.	18.00	12.92	3,670.33	5,112.00
48" Corr. Metal Pipe Extra Strength	250	L.F.	21.00	16.00	4,000.28	5,250.00
84" Corr. Metal Pipe	358	L.F.	45.00	35.18	12,593.45	16,110.00
104" Struc. Plate Pipe Arch	80	L.F.	60.00	56.84	4,546.88	4,800.00

Contract No. 4036

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
152" Struc. Plate Pipe Arch	120	L.F.	$ 90.00	$ 86.49	$ 10,378.22	$ 10,800.00
84" Struc. Plate Pipe Arch	190	L.F.	45.00	39.93	7,586.50	8,550.00
8" Perf. Metal Drain Pipe, Coated	6,111	L.F.	2.00	1.92	11,762.53	12,222.00
3/8"-0 Backfill in Drains	1,048	Cu.Yd.	4.50	4.37	4,584.22	4,716.00
Concrete Catch Basins	2	Each	75.00	75.00	150.00	150.00
Concrete Manholes	1	Each	300.00	300.00	300.00	300.00
3"-0 Mat. in Surfacing	2,109	Cu.Yd.	2.75	2.10	4,420.47	5,799.75
3/4"-0 Mat'l in Surfacing	315	Cu.Yd.	3.00	2.53	795.80	945.00
Sprinkling	286	M/gal.	3.00	2.39	684.30	858.00
PA #1 Extra Clearing and Grubbing	5.78	Acre	500.00	389.08	2,248.92	2,890.00
PA #2 Fencing, Type 1	605	Rod	3.50	2.93	1,770.45	2,117.50
PA #2 Clearing	100%	All	982.50	710.03	710.03	982.50
PA #3, Clearing & Grubbing	100%	All	300.00	280.21	280.21	300.00
PA #3 Drainage Excav., Unclassified	1,319.39	Cu.Yd.	3.00	2.44	3,223.68	3,958.17
PA #3 Gen. Excav., Unclassified	20,509.6	Cu.Yd.	.30	.276	5,667.87	6,152.88
PA #3 Shaping Detour Road With Grader	20	Hour	10.00	8.13	162.66	200.00
PA #3 Short Overhaul	87,817	Yd.Sta.	.0075	.0069	606.25	658.63
PA#3 Long Overhaul	1,102.2	C-yd.Sta.	.30	.276	305.74	330.66
PA #3 12" Conc. Pipe	303	L.F.	1.50	1.15	347.47	454.50
PA #3 18" Conc. Pipe	600	L.F.	3.25	2.97	1,792.83	1,850.00
PA #3 48" Conc. Pipe	44	L.F.	12.00	10.88	478.72	528.00
PA #3 Salvage 12" Conc. Pipe	27	L.F.	1.50	1.50	40.58	40.50
PA #3 Salvage 18" Corr. Metal Pipe	108	L.F.	1.00	.91	98.64	108.00

Contract No. 4036

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #3 2½-0 Mat'l in Surfacing	2,798	Cu.Yd.	$1.50	$1.45	$ 4,057.48	$ 4,197.00
PA #3 3/4"-0 Mat'l in Surfacing	102	Cu.Yd.	1.50	2.36	240.92	153.00
PA #3 Temporary Guard Rail for Detour	1,000	L.F.	2.00	1.94	1,940.02	2,000.00
Force Account					5,546.29	5,937.53
					$576,553.51	$634,971.75

Gross Revenue	$634,971.75
Total Cost	576,553.51
Net Profit	$ 58,418.24

Net Profit Equals 9.2% of Gross Revenue

Glenwood-North Plains
Contract No. 4036

Detail of Cost

Labor:		
Labor	$137,606.00	
Labor Insurance	11,968.48	
Health and Welfare	2,479.67	
		$152,055.15

Equipment Rentals and Miscellaneous Supplies:		
Equipment Rental (Owned)	106,140.64	
Equipment Rental (Rented)	81,345.70	
P.I. and P.D.	2,195.61	
Bond	4,606.22	
Gas, Oil and Grease	21,068.64	
Move In and Freight	3,264.58	
Home Office and Overhead	6,326.74	
Misc. Supplies and Small Tools	2,300.00	
		$232,257.91

Materials:	Quantity	Unit	Unit Price		
8" Sewer Pipe	90	L.F.	$ .44	39.60	
12" Sewer Pipe	140	L.F.	$ .97	135.80	
18" Conc. Pipe	1,962	L.F.	1.97	3,865.14	
24" Conc. Pipe	195	L.F.	2.76	538.20	
30" Conc. Pipe	39	L.F.	3.83	149.37	
48" Conc. Pipe	228	L.F.	7.90	1,801.20	
12" Corr. Metal Pipe	190	L.F.	1.93	366.70	
18" Corr. Metal Pipe	1,938	L.F.	2.69	5,213.22	
24" Corr. Metal Pipe	618	L.F.	4.18	2,583.24	
24" Corr. Metal Pipe, Extra Strength	190	L.F.	5.62	1,067.80	
42" Corr. Metal Pipe	154	L.F.	12.05	1,855.70	
42" Corr. Metal Pipe Bands	6	Each	12.05	72.30	
48" Corr. Metal Pipe	284	L.F.	11.00	3,124.00	
48" Corr. Metal Pipe Bands	10	Each	11.00	110.00	
48" Corr. Metal Pipe Strutting	284	L.F.	2.25	639.00	
48" Corr. Metal Pipe, Extra Strength	250	L.F.	13.78	3,445.00	
48" Corr. Metal Pipe Bands	10	Each	13.78	137.80	
48" Corr. Metal Pipe Strutting	250	L.F.	2.25	562.50	
84" Corr. Metal Pipe	358	L.F.	29.12	10,424.96	
84" Corr. Metal Pipe Bands	12	Each	58.24	698.88	
84" Corr. Metal Pipe Strutting	358	L.F.	3.25	1,162.00	
104" Struct. Plate Pipe Arch	80	L.F.	35.75	2,860.00	
152" Struct. Plate Pipe Arch	120	L.F.	67.70	8,124.00	
84" Struct. Plate Pipe Arch	190	L.F.	28.15	5,348.50	
8" Perf. Metal Drain Pipe	6,111	L.F.	1.46	8,922.06	
3/8"-0 Backfill in Drains	1,048	Cu.Yd.	2.25	2,358.00	
3"-0 Mat'l in Surfacing	2,109	Cu.Yd.	1.75	3,690.75	
3/4"-0 Mat'l in Surfacing	315	Cu.Yd.	1.75	551.25	
Fence, Type 1	605	Rods	1.67	1,009.56	
12" Conc. Pipe	303	L.F.	.97	239.37	
18" Conc. Pipe	600	L.F.	1.97	1,182.00	
48" Conc. Pipe	44	L.F.	11.17	491.48	
2½"-0 Mat'l in Surfacing	2,796	Cu.Yd.	.82	2,294.36	
3/4"-0 Mat'l in Surfacing	102	Cu.Yd.	1.75	178.50	
Guard Rail	1,000	L.F.	1.31	1,310.00	
					$ 76,844.24

Glenwood-North Plains
Contract No. 4036

Detail of Cost (Continued)

Work Done by Murray Bros. - Clearing -	$ 44,138.75	
Work Done by John Havlick Jr. - Grading -	71,219.46	
		$115,358.21
Total Cost		$576,553.51

Remarks:

This was a "Regular Federal Aid Project" calling for grading of 9.32 miles of highway involving approximately 1,1[illegible]0,000 cubic yards of excavation and construction of rock base and shoulders on county and farm road crossings involving approximately 4,100 cubic yards of rock or gravel.

The west end of the contract is at Station 2210+00, which station is approximately 2.6 miles east of the town of Glenwood. The east end of the contract is at Station 2712+00, which station is at the junction with the Sunset Highway, approximately 3.4 miles west of the town of North Plains.

The contract was awarded October 29, 1953, work started November 11, 1953, and was completed January 31, 1956.

Clearing was difficult due to steep terrain encountered Station 2300 to Station 2400. Beginning at Station 2400 to Station 2605, considerable marsh and unstable material covered with willows, ash, and unmarketable timber was encountered, and the greatest part of this clearing was done by hand labor. Extremely wet winter also hampered burning.

Excavation was less difficult due to the fact that all rock encountered was dug with a shovel or ripped; no powder was necessary.

Pipe work showed a reasonable profit throughout the project. A small amount of concrete was done at bid prices. All surfacing materials were bought from Vanaken and all items showed profit with the exception of the 3/4"-0 in PA #3, which was .25 less than the quoted price by Vanaken, the reason being that Rogers thought they would be producing their own materials for PA #3.

Price Agreement No. 3 with its many items was caused by the building of Bank interchange.

Equipment used on the job was: three DW-20's, three D-8's with carryalls, three D-8's with dozers, 2½-yard shovel, 3/4-Cubic Yard dragline, three Euclid Trucks, two graders, waterwagons, crane truck, pickups and miscellaneous small tools.

Grading progressed rather slowly due to wet materials and moving from one place to another to permit drying of materials. Excellent supervision and equipment in good shape contributed to a good profit.

M. N. Juve
Chief Cost Analyst

By

H. R. Sturgis

RECEIVED
JUL 19 1956
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[illegible]

[illegible]

July 19, 1956

Mr. Art Kirkham
KOIN
Portland, Oregon

Dear Mr. Kirkham:

Please pardon my delay in replying to your letter of June 25 having reference to the Banks-Glenwood Section of the Wilson River Highway. As a result of major surgery, I have been unable to return to the office until the last few days.

I am not surprised at your concern over progress on the North Plains-Glenwood Section. The fact of the matter is that we have had extreme difficulties, and we ourselves have been worried. Surfacing materials in that area are extremely scarce, and the source of materials we had originally specified for the project did not prove sufficient in amount. There were so many inferior materials interlaced with the better materials that it was necessary to screen the materials very carefully and waste a large amount, to the end that the source was exhausted.

We have since located another source of materials, in which the contractor has now set up his crushing plant, and we hope that the work may now progress satisfactorily to the end that the job will be completed this fall. The delay and overrun of the time limit have been occasioned by two principal factors, (1) the extremely wet season last year materially delayed grading operations to the extent that such grading operations could not be completed until this year, and (2) the difficulty with the surfacing materials as outlined above. The weather this year has been excellent.

The contractor plans to immediately go on a round-the-clock crushing program and to lay pavement all the daylight hours. I believe that he will finish this year.

Very truly yours,

R. H. Baldock
State Highway Engineer

bc Senator Warren A. McMinimee
Mr. W. C. Williams
WCW:me fn

REFERRED TO
Mr. Williams
State Highway Engineer
Please prepare an answer to this.

from the desk of
Arthur R. Kirkham

June 25, 1956

NOTED
W. C. WILLIAMS

Dear Mr. Baldock,

Hope you are recovering satisfactorily. We dont get reports on you like we do on the president.

I'm looking at your letter of Aug 17, 1955 about the Banks-Glenwood section of the Wilson River Highway. At the bottom you wrote; "Please see the weatherman about this." Well, I did and we've had an excellent spring for road work. But there sets the grade while we fight that farm-market bottleneck from Forest Grove to Portland.

Am I to suffer the fate of John Alden?

All good wishes
Art Kirkham

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AUG 18 1955
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August 17, 1955

Mr. Art Kirkham
KOIN
Portland, Oregon

Dear Mr. Kirkham:

In reply to your letter of August 10, advise that I can well understand your impatience over the noncompletion of the Banks-Glenwood Section of the new Wilson River Highway. However, it does not appear at all possible that this project can be completed within the specified completion date of November 30, 1955.

The past spring has been one of the wettest and most unworkable seasons for many years. The contractor has attempted by every available means to expedite work on the project, but many of the excavation areas were so saturated with water that the contractor was unable to perform any appreciable amount of grading work until the month of June. Due to this late season, we will not be able to complete the grading and lay the surfacing rock in time to construct the asphaltic pavement during suitable weather. The best we can expect now is completion of the pavement and opening of the road to traffic about August 1, 1956.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me lg

from the desk of

Arthur R. Kirkham

Aug. 10, 1955

Mr. Williams
State Highway Engineer
Please prepare answer

Dear Mr. Baldock,

Every time I drive that cluttered farm-market road from Forest Grove to Portland going to or from Tillamook I wonder how much longer it must be before the Banks-Glenwood section is finished. Is there a completion date?

I notice there is to be some action on the Sheridan-Valley Junction section. Thats good!

All good wishes

Art Kirkham

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JUN 4 - 1956
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June 1, 1956

Senator Warren A. McMinimee
McMinimee and Kaufman
Tillamook Building
Tillamook, Oregon

Dear Senator McMinimee:

Please pardon the delay in answering your letter of May 16 regarding the Glenwood-North Plains job; however, I have been on the sick list for the past two weeks and have just now returned to my desk.

The construction work on the Glenwood-North Plains Section was undertaken by two contracts. The first, awarded October 29, 1953, for the grading work was let to the Rogers Construction Co. This contract called for the completion of the major portion of the work by October 1, 1954 and the completion of all work by July 1, 1955. Progress of the job was hampered during the construction season in 1954 by extremely adverse weather conditions and, as a result, the project was carried over to the 1955 season which also had adverse weather for grading operations. Most of the grading work was completed in the fall of 1955, with all work being completed by January 31, 1956.

The contract for surfacing and paving the project was awarded to the Rogers Construction Co., October 28, 1954, with a specified date of completion of November 30, 1955. Delays occasioned largely by weather conditions, as explained above, impeded the progress of both the grading and the surfacing contracts, making completion impossible in the 1955 season. Our best estimate, at the moment, of the completion of the project is September 30, 1956. This is based on information developed by conferences with the contractor, W. R. Rogers, and would appear to be realistic.

I know of no problem involved in obtaining water, nor was there any serious problem of pollution involved; however, difficulty was encountered in finding sufficient acceptable gravel to complete the job. The contractor depleted the source that was specified and did move his crushing plant to another job during the winter months when crushing would not have been possible in the Glenwood area. An additional gravel source has now been obtained, and it is the intention of the contractor to move into the job immediately and to prosecute it diligently, with probable completion date as noted above; namely, September 30, 1956. To reiterate, the principal cause of delay on this project was unseasonal weather. I do not feel that the contractor has been dilatory.

I am sending you copies of the special provisions of the two contracts involved, as you requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper

Attach. FC:AR h.

ASSIGNMENT

Date: May 17, 1956 No. 6529 By

Description: Letter of May 16 from Senator McMinimee regarding schedule for Glenwood-North Plains project.

Acknowledged by____ Referred to Cooper ✓

☐ Investigate and report with recommendation
☐ Such action as necessary and report
☐ Comment or recommendation
☒ Return with rough draft of reply
☐ Prepare reply for signature of Mr.________
☐ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 6-1-56 Report Received________

McMINIMEE AND KAUFMAN
ATTORNEYS AND COUNSELORS AT LAW
TILLAMOOK BUILDING
TILLAMOOK, OREGON

WARREN A. McMINIMEE
DOUGLAS E. KAUFMAN

PLEASE RETURN TO
W. C. WILLIAMS

May 16, 1956

Mr. R. H. Baldock
State Highway Engineer
State Highway Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Re: Glenwood - North Plains Job

Dear Mr. Baldock:

Recent inquiry has developed that the paving job on this operation is scheduled to commence on July 15 and to be completed by September 30 this year. It is further revealed that the contracting engineers are somewhat doubtful that the job can be completed this Fall.

If this is not completed by the middle of the Summer, it is absolutely contrary to what you have heretofore told me and of what I have been advised of the true facts in this matter.

Sometime ago I requested a copy of the contract under which this job was let. I again renew my request and I would like a statement from you with reference to this project.

Last year the statement was made that the only reason we couldn't get it completed was because there was difficulty in obtaining the water and there was a water pollution problem where the gravel was to be obtained. There was also the story given us that the contractor was permitted to complete another job in preference to this one.

I would, therefore, appreciate your sending me a copy of the original contract for the grading as well as the latest contract for the paving, together with any extensions or commitments that have been made in connection with this highway.

I would like to have them for study.

Very truly yours,

Warren A. McMinimee
Warren A. McMinimee

WAM:el

RECEIVED
MAY 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 19, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4036	19-Final	Rogers Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7558	H-148451	$ 19,127.84	4/19/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 7-31-55

Time Extensions: to 2-1-56

Completion Date: 1-31-56

Date Accepted: 3-1-56

Penalties: none

Claims: none

Remarks:

Date: 4-20-56

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
H. B. Glaisyer
Ass't Secretary

NOTED ON CARD
gf

Warrant Mailed: [illegible] 1956

Ruth Rawlings

9

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APR [illegible] 1956
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FORM E-20X 37½ 3-54 75750

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[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1956

SUBJECT:

To: Forrest Cooper
Construction Engineer
Office

NOTED
W. C. WILLIAMS

We are attaching herewith, a copy of a letter received from Rogers Construction Company advising of their claim for additional compensation for work performed on State Highway Contract No. 4036.

C.H. Maison
C. H. Maison
Auditor

CHM:ct

Attachment

cc: W. C. Williams ✓
C. W. Enfield
S. H. Probert
Carl Smith

RECEIVED
[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

ROGERS CONSTRUCTION CO.
GENERAL ROAD CONTRACTORS

11760 N.E. Glisan Street
Portland 16, Oregon

April 9, 1956.

Accounting Division,
Oregon State Highway Department,
Salem, Oregon.

re: Glenwood-North Plains Section,
Wilson River Highway.
Contract #4036, Prefix 34-1075.

Gentlemen:

We are enclosing herewith signed final estimate on the above mentioned contract, and wish to advise that there will be either a post final estimate or additional compensation due on this contract under Articles 1.9.13 and 1.9.15 of the Standard Specifications.

Yours very truly,
Rogers Construction Co.,
/s/ Chas. McInroe
By

cc: Mr. A G Skelton, Division Engineer,
Mr. C A Peterson, Resident Engineer.

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APR 9 - 1956
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BF-3311
4036

April 9, 1956

CERTIFIED MAIL

The Fidelity & Casualty Company
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 4036 for work performed on the Glenwood-North Plains Section of the Wilson River Highway in Washington County was completed by the contractor, Rogers Construction Company, on January 31 and was formally accepted by the Highway Commission on March 1, 1956.

Final payment in the amount of $19,127.84 will be released to the contractor on or after April 19, 1956. The total contract amount is $634,971.75, of which amount $6937.53 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours
H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

[illegible] ON CARD

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MAR 16 1956
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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

[illegible]
4036

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 16, 1956

Rogers Construction Co.
11760 N. E. Glisan St.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on March 1 had under discussion your request for an extension of time from July 31, 1955 to February 1, 1956 within which to complete your contract No. 4036, for grading on the Glenwood-North Plains Section of the Wilson River Highway in Washington County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. O. Skelton,
Division Engineer

Carl A. Peterson,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
FEB 16 1956
FOR FILING

EF-312(1)
4036

February 15, 1956

Request for extension of time
No. 2
February 29, March 1 and 2 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from Rogers Construction Company for an extension of time on the Glenwood-North Plains, Contract No. 4036, from July 31, 1955 to February 1, 1956.

This project has been particularly difficult to operate due to the excess amount of moisture in the cuts, which necessitated periods of waiting for the areas to dry out, so that the materials could be properly handled in the fills. In addition, there was considerable extra work added to this project after the contract was awarded.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper

EP: fn

RECEIVED
FEB 15 1956
FOR FILING

SF-313 (1)
4036

February 15, 1956

CERTIFIED MAIL

Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction Company on contract No. 4036, for grading on the Glenwood-North Plains Section of the Wilson River Highway in Washington County. This payment, in the amount of $46,146.03, will be released to the contractor on or after February 25, 1956. The retained percentage is $19,046.72.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

BF-313 (1)

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

FINAL

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Feb. 3, 1956

Section Glenwood-North Plains

Kind of work Grading

Highway Wilson River

Section prefix 34-1075

Contractor Rogers Construction Co

Contract number 4036

Date of contract Oct. 20, 1953

Date of completion July 31st 1955

Date work started Nov 1[illegible], 1953

Estimated date of completion Jan. 31st, 1956

Project authorization $685,978.75

Exclusive of Engineering $637,909.60

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $636,944.57

Estimated per cent overrun or ~~underrun~~ + 3.55 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $[illegible]

Engineering cost to date $65,800.00, %

Date project was completed Jan. 31st, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Office crew of two men completed checking all final computations.

NOTED
L. H. Young

RECEIVED
FEB 6 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
C. E. PAULSEN

Signed Carl Peterson

Address Banks, Box 86, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.32				
Miles partially completed	—				
Miles completed	9.32				
Total estimated quantities (contract)	1,1[illegible]				
Total quantities corrected to date	1,1[illegible]4775				
Estimated quantities moved or placed to date	1,1[illegible],4775				
Average daily quantities	—				
Average daily quantities necessary to complete project on time	–				
Number shifts per day	–				
Hours per shift					
Average force on project for week	–				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	2" New Snow		
Monday	15° Above		
Tuesday	5° "		
Wednesday	5° "		
Thursday	5° to 30°		
Friday			
Saturday			

RECEIVED
FEB 9 1956
FOR FILING

BF-313(1)

4036

February 2, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Glenwood-North Plains, Contract No. 4036, Oregon BF-313 (1), from July 31, 1955 to February 1, 1956, to Rogers Construction Company, contractors.

This project has been particularly difficult to operate due to the excess amount of moisture in the cuts which necessitated periods of waiting for the areas to dry out so that the material could be properly handled on the fills. Also, some additional work was requested on this project which is not included in the original contract.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: Forrest Cooper

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FEB 8 1956
FOR FILING

BF-313(1)
[illegible]

February 2, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on January 31, 1956 on Contract No. 4036, Glenwood-North Plains Section, in Washington County, in connection with Federal Aid Project No. BF-313(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DOP:bb

cc: John Cottrell

Form E-61—30M—10-54

[illegible] (1)

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

NOTED
W. C. WILLIAMS

Prefix No. 34-1075
County Wash. Washington
F. A. Project No. BF-313(1)
Date reported Sept. 21, 1955

Project Glenwood-North Plains
Highway Wilson River
Contractor Rogers Const. Co.
Submitted by J. A. Larson
Contract No. 4036

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Gales Creek Pit
Sampled at Sta. 2207, Rt 15'
Date received Sept. 16, 1955
Quantity represented
To be used Base Surf.
Sampled by Ed Johnson

TEST RESULTS

Type of material Cr. Gravel 2"-0
Screen opening: To ¼": R. Sq.; ¼" and below: Square:

Laboratory No. 375415
Data Sheet No. A-1236

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	3.1	3.1	
1½	7.8	10.9	
1¼	21.4	32.3	
1	10.7	43.0	
3/4	9.9	52.9	
½	9.8	62.7	
¼	10.7	73.4	
10	10.8	84.2	
40	8.0	92.2	
Pass	7.8	7.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	8	%
Manufactured fines		%
Liquid limit: Natural fines	34	%
Manufactured fines		%
% Crushed Gr.		

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I. Preliminary check prior to using sample.

TEST REPORT DISTRIBUTION:
X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Skelton
X Resident Engineer C.A. Peterson
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files W.C. Williams
X Larson

Engineer of Materials

State Printing 79635

RECEIVED
JUL 8 - 1955
FOR FILING

BF-313 (1)

July 7, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering stabalizing subgrade on east bound lane on the Glenwood-North Plains Section of the Wilson River Highway in Washington County, Contract No. 4036, in connection with Federal Aid Project No. BFI-313(1).

This work is necessary to stabalize the subgrade so that the paving can be done.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

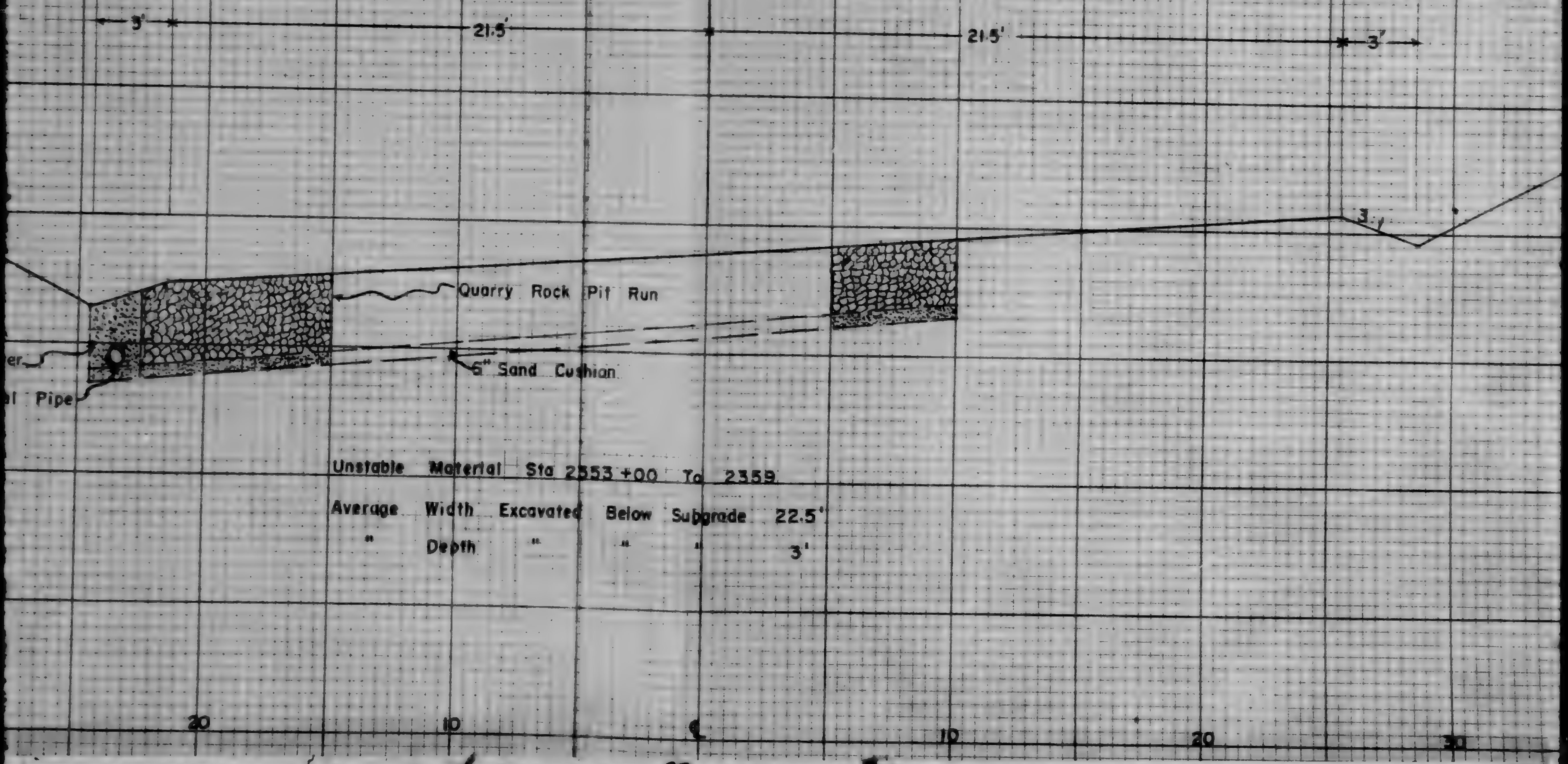
DHP:ia

Encl.

TYPICAL SECTION

E. B. SUNSET STA 2355

SUNSET & WILSON RIVER HWY. INTERCHANGE



Unstable Material Sta 2353+00 To 2359

Average Width Excavated Below Subgrade 22.5'

" Depth " " " 3'

TYPICAL SECTION

E. B. SUNSET STA 2355

SUNSET & WILSON RIVER HWY INTERCHANGE

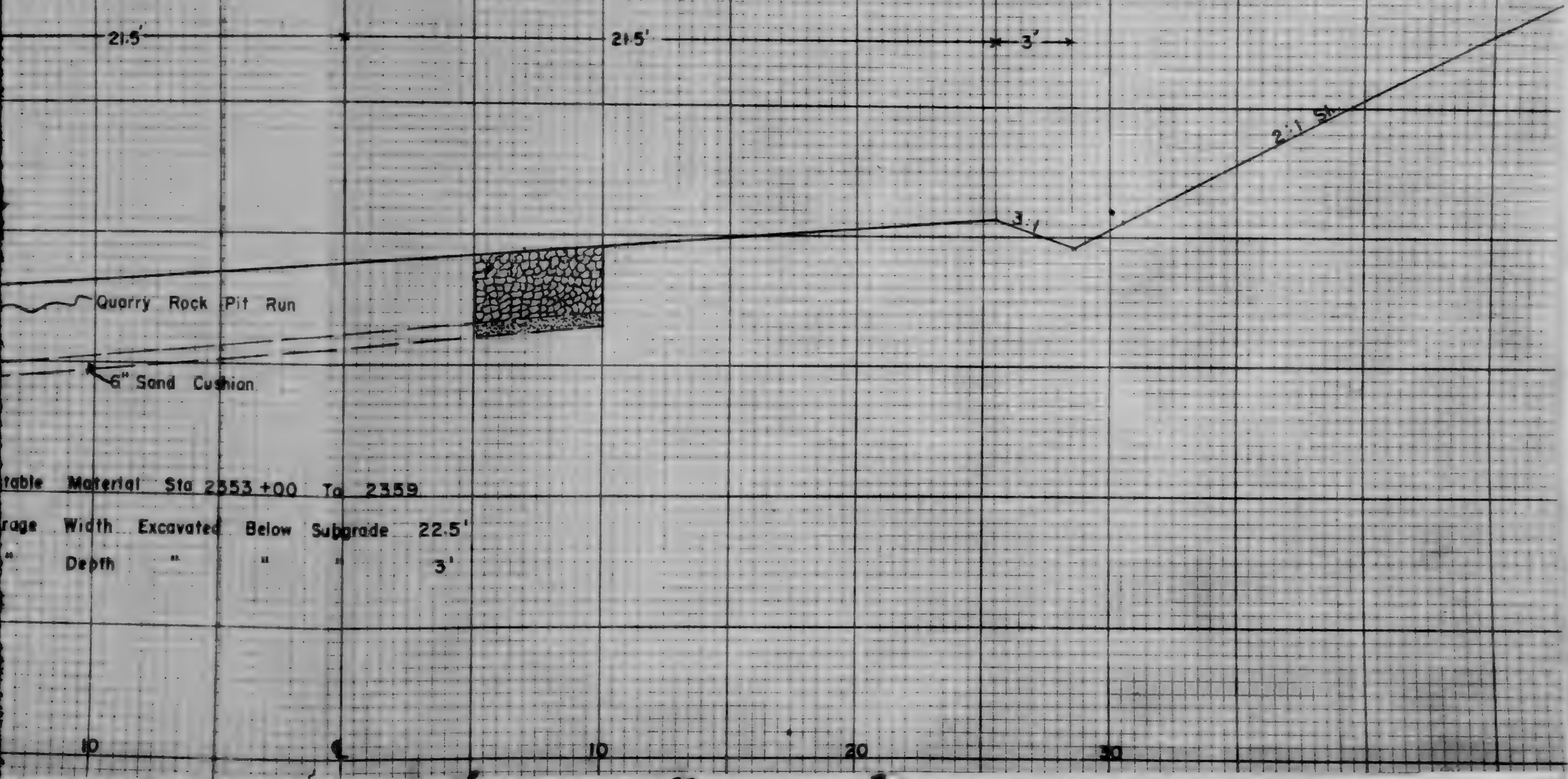


table Material Sta 2353 +00 To 2359

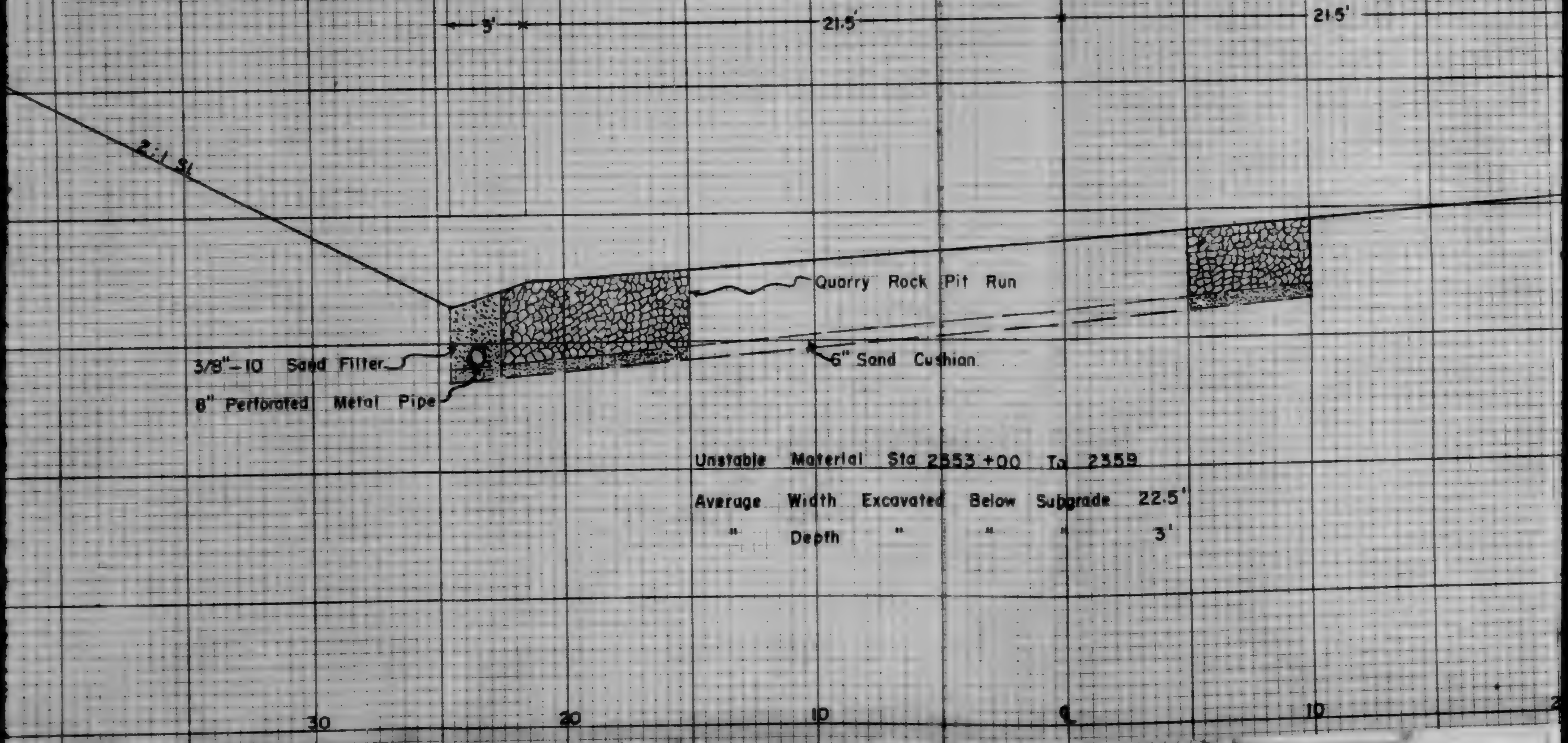
rage Width Excavated Below Subgrade 22.5'

" Depth " " " 3'

TYPICAL SECTION

E. B. SUNSET STA 2355

SUNSET & WILSON RIVER HWY INTERCHANGE



Unstable Material Sta 2353+00 To 2359

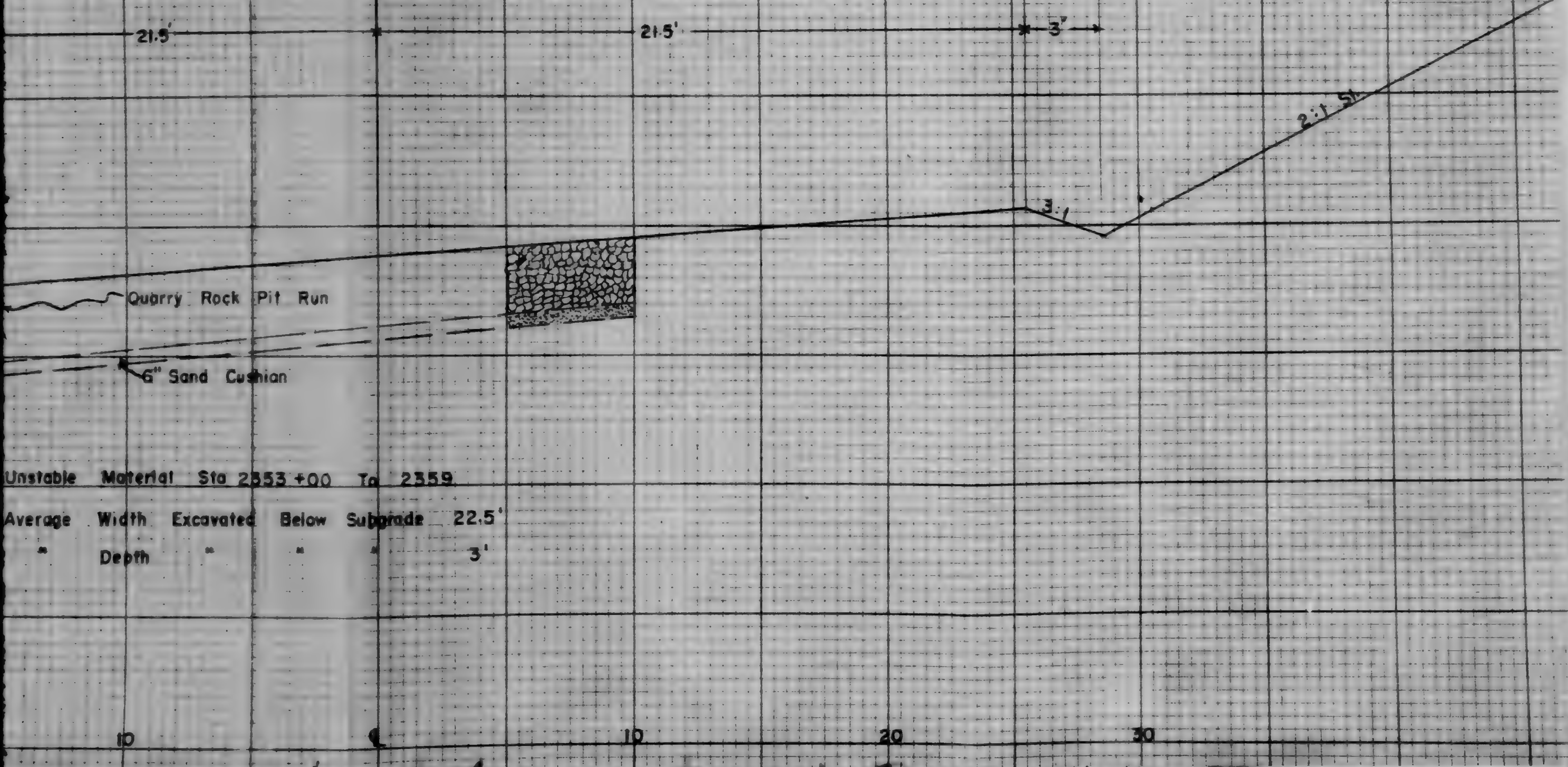
Average Width Excavated Below Subgrade 22.5'

" Depth " " " 3'

TYPICAL SECTION

E. B. SUNSET STA 2355

SUNSET & WILSON RIVER HWY INTERCHANGE



Unstable Material Sta 2353 +00 To 2359

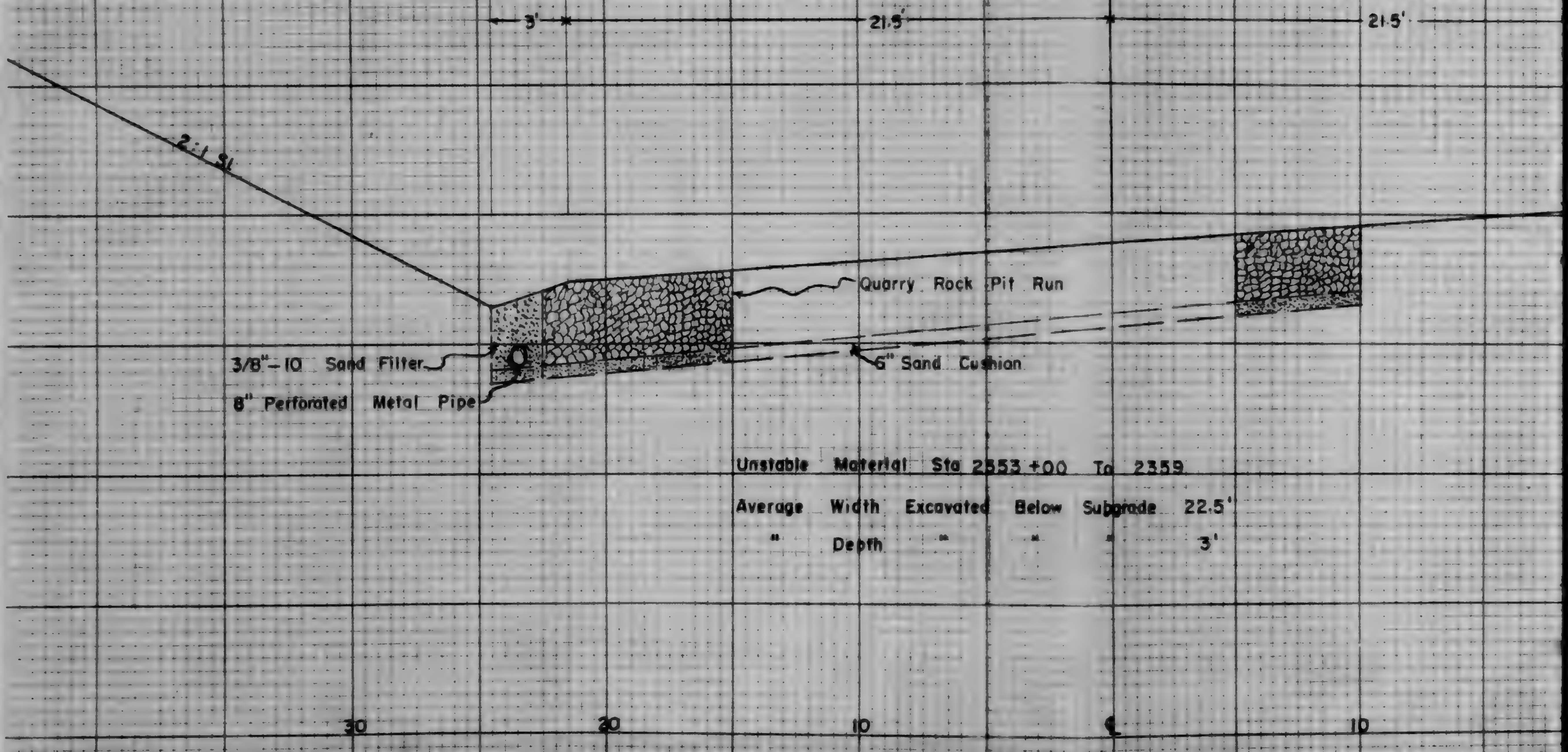
Average Width Excavated Below Subgrade 22.5'

" Depth " " " 3'

TYPICAL SECTION

E. B. SUNSET STA 2355

SUNSET & WILSON RIVER HWY INTERCHANGE



Unstable Material Sta 2353 +00 To 2359

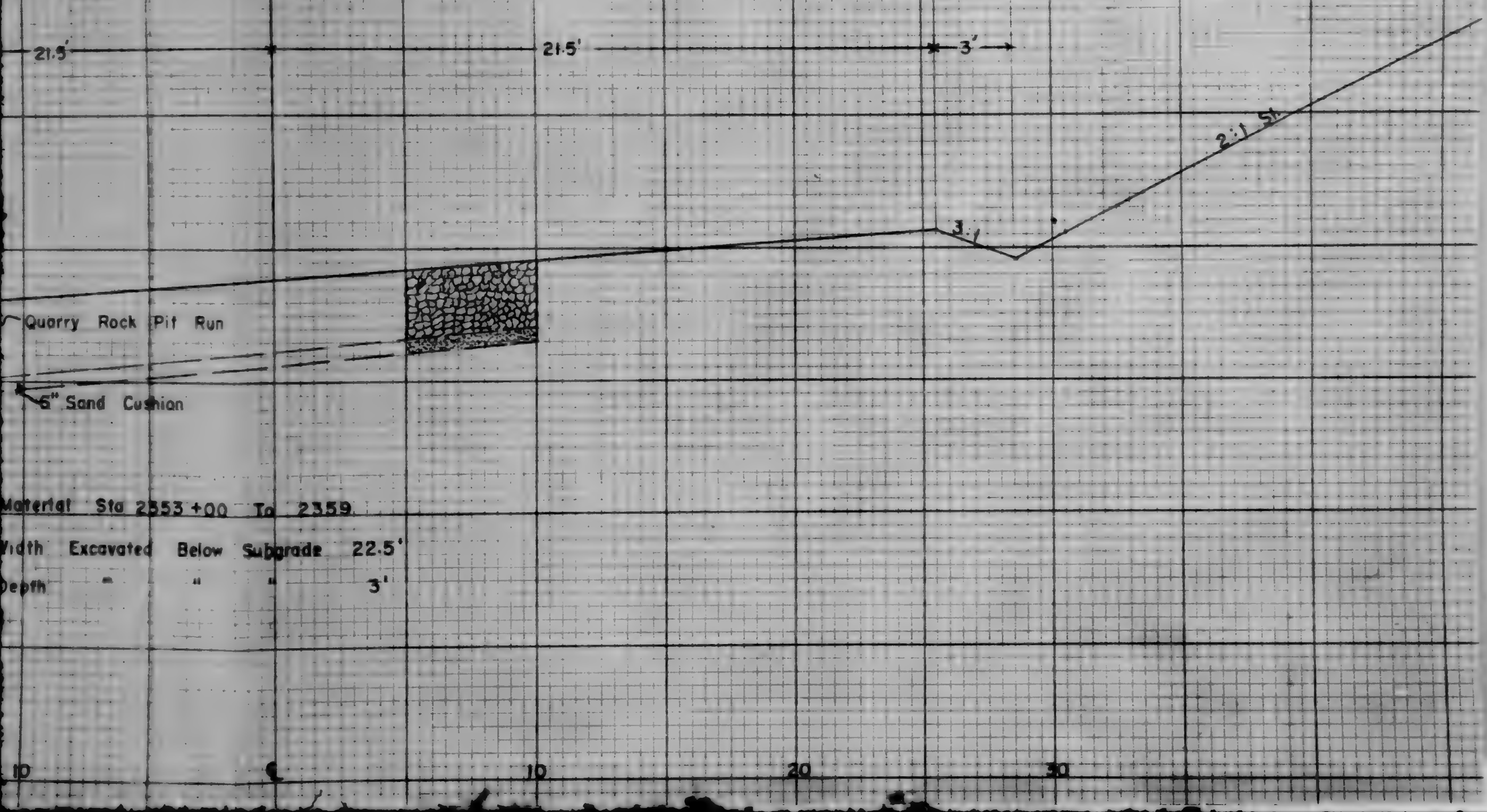
Average Width Excavated Below Subgrade 22.5'

" Depth " " " 3'

TYPICAL SECTION

E. B. SUNSET STA 2355

SUNSET & WILSON RIVER HWY. INTERCHANGE



Material Sta 2353+00 To 2359

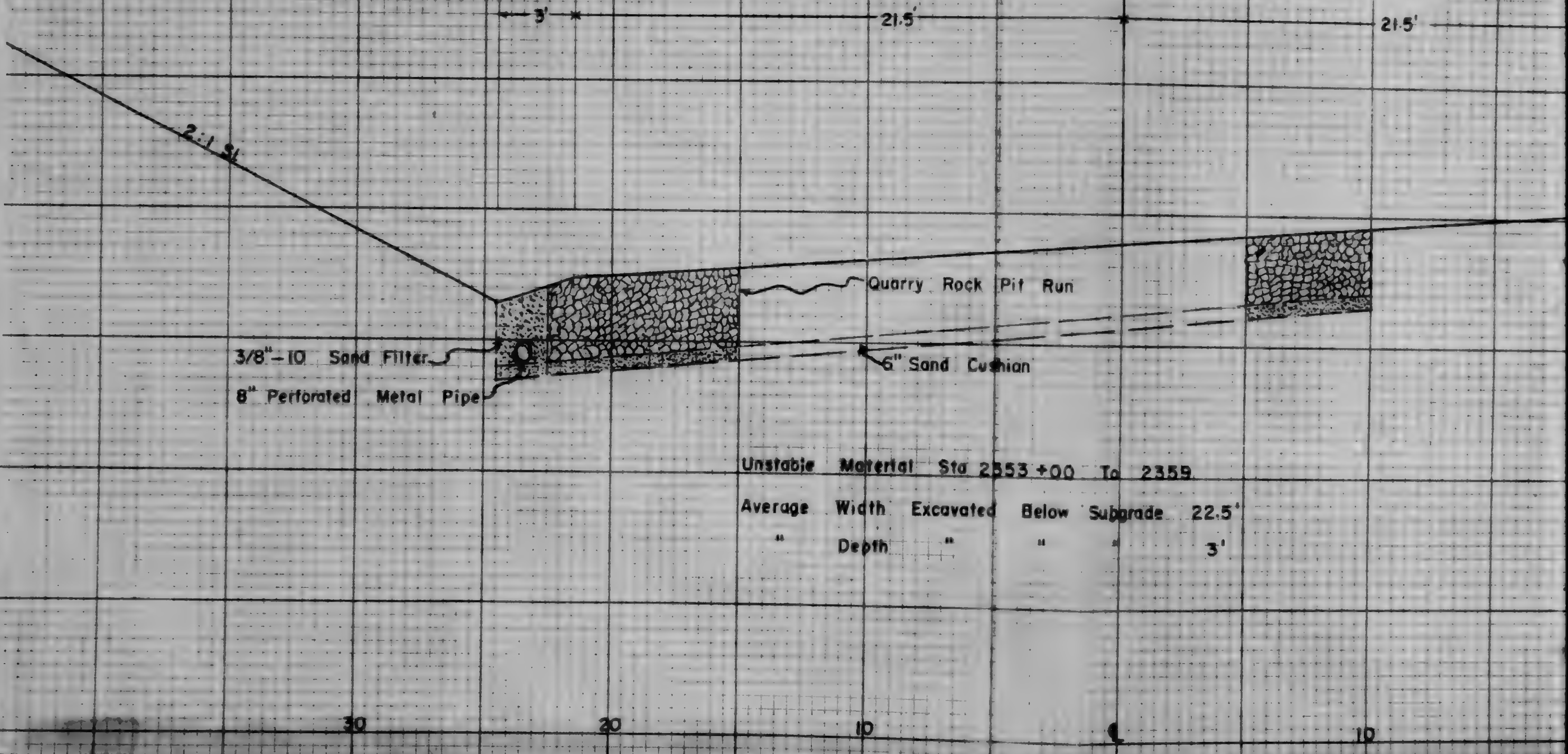
Width Excavated Below Subgrade 22.5'

Depth " " " 3'

TYPICAL SECTION

E. B. SUNSET STA 2355

SUNSET & WILSON RIVER HWY. INTERCHANGE



Unstable Material Sta 2353+00 To 2359

Average Width Excavated Below Subgrade 22.5'

" Depth " " " 3'

Form PR 2 (Revised 1950)

16-31

State Oregon

Federal Aid Bond Issue Project No. BF-313(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 1953, a program, which was approved on the 1st day of September, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 9th day of September, 1953, and the sum of eight hundred ninety thousand and 00/100 dollars ($890,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Proceeds of bonds as follows:** (Include date and citation of act of legislature by which authorized)

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

~~(*b*) From other sources~~ (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 2187+00 in the NW 1/4, Section 36, T. 2 N., R. 5 W., W.M., and survey station 2712+00 in the NE 1/4, Section 33, T. 2 N., R. 3 W., W.M., without exception

, length 9.917 miles, in Washington County, being Oregon Federal Aid / Bond Issue project No. BF-313(1), consisting of 9.757 miles of roadway and seven bridges, each of more than 20 feet clear span, 0.160 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **eight hundred ninety thousand and 00/100** dollars ($890,000.00), which does not exceed the authorized Federal pro rata share of **one million, four hundred thirty-seven thousand, forty-nine and 00/100** dollars ($1,437,049.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY .

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Bureau of Public Roads.

CEIVED
JU 8 1955

Oregon State Highway Department

Federal Aid
Project No. BF-313(1)

GLENWOOD-NORTH PLAINS SECTION OF THE WILSON RIVER HIGHWAY IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code 6201
2 Lane Roadway, (Grade & Pavement) (Sta. 2187+00 to Sta. 2268+00) (Sta. 2302+50 to Sta. 2315+50) (Sta. 2383+00 to Sta. 2712+00)

All Required	Clearing and Grubbing	$	$ 500.00
17,500 cu. yds.	Embankment in Place	0.30	5,250.00
70 lin. ft.	18-Inch Concrete Pipe	4.00	280.00
6 lin. ft.	24-Inch Concrete Pipe	6.00	36.00
8,900 lin. ft.	Metal Guard Rail	2.00	17,800.00
123,400 cu. yds.	2½" - 0 Gravel in Base	1.20	148,080.00
25,000 cu. yds.	3/4" - 0 Gravel in Base and Shoulders	1.25	31,250.00
3,700 M-gal.	Sprinkling	1.00	3,700.00
1,800 cu. yds.	3/4" - 0 Gravel in Binder Course	2.40	4,320.00
290 tons	RC-3 Asphalt in Binder Course	36.00	10,440.00
35,000 tons	Class "B" Asphaltic Concrete	4.70	164,500.00
68 tons	Furnishing and Placing RS-1 Asphalt	36.00	2,448.00
190 cu. yds.	Aggregate in Pavement Seal	3.00	570.00
			$389,174.00

Type Code 0010
2 Lane Roadway (Sta. 2210+00 To Sta. 2268+00) (Sta. 2302+50 to Sta. 2315+50) (Sta. 2383+00 to Sta. 2712+00) (Contract No. 4036)

All Required	Clearing and Grubbing (80%)	$	$ 40,000.00
1,300 cu. yds.	Structural Excavation, Unclassified	3.00	3,900.00
200 cu. yds.	Trench Excavation, Unclassified	1.00	200.00
780,000 cu. yds.	General Excavation, Unclassified	0.30	234,000.00
3,300,000 yd. sta.	Short Overhaul	0.0075	24,750.00
175,000 C-yd.sta.	Long Overhaul	0.30	52,500.00
7.39 miles	Finishing Roadbed and Slopes	500.00	3,695.00
13,000 lin. ft.	Rounding Cutbanks	0.15	1,950.00
100 lin. ft.	8-Inch Sewer Pipe	1.00	100.00
50 lin. ft.	12-Inch Concrete Pipe	1.50	75.00
1,100 lin. ft.	18-Inch Concrete Pipe	3.25	3,575.00
30 lin. ft.	30-Inch Concrete Pipe	7.00	210.00
230 lin. ft.	48-Inch Concrete Pipe	12.00	2,760.00
170 lin. ft.	12-Inch Corrugated Metal Pipe	2.50	425.00
1,670 lin. ft.	18-Inch Corrugated Metal Pipe	3.50	5,845.00
650 lin. ft.	24-Inch Corrugated Metal Pipe	5.00	3,250.00
160 lin. ft.	42-Inch Extra Strength Corrugated Metal Pipe	15.00	2,400.00
270 lin. ft.	48-Inch Extra Strength Corrugated Metal Pipe	21.00	5,670.00
280 lin. ft.	48-Inch Corrugated Metal Pipe	18.00	5,040.00
390 lin. ft.	84-Inch Corrugated Metal Pipe	45.00	17,550.00

80 lin. ft.	104-Inch Structural Plate Pipe Arch	$60.00	$ 4,800.00
120 lin. ft.	152-Inch Structural Plate Pipe Arch	90.00	10,800.00
2 only	Concrete Catch Basins	75.00	150.00
1 only	Concrete Manholes	300.00	300.00
3,000 cu. yds.	3" - 0 Material in Surfacing	2.75	8,250.00
800 cu. yds.	3/4" - 0 Material in Surfacing	3.00	2,400.00
100 M-gal.	Sprinkling	3.00	300.00
			$434,895.00

Type Code X001
Log Bridge #7677-A (Sta. 2208+40)(Contract No. 4051)

All Required	Move Logs	$	$ 2,000.00
7 cu. yds.	Class "A" Concrete	70.00	490.00
13 M-FBM	Lumber in Place	200.00	2,600.00
			$ 5,090.00

Subtotal	$829,159.00
10% Engr. & Cont.	82,915.90
Total	$912,074.90

Length of Roadway	7.825 Miles
Cost of Roadway Per Mile	$116,559.09

Type Code 0010
3 Lane Roadway (Sta. 2268+00 to Sta. 2302+50)(Sta. 2315+50 to Sta. 2383+00)
(Contract No. 4036)

All Required	Clearing and Grubbing (20%)	$	$ 10,000.00
700 cu. yds.	Structural Excavation, Unclassified	3.00	2,100.00
100 cu. yds.	Trench Excavation, Unclassified	1.00	100.00
380,000 cu. yds.	General Excavation, Unclassified	0.30	114,000.00
600,000 yd. sta.	Short Overhaul	0.0075	4,500.00
5,000 C-yd.sta.	Long Overhaul	0.30	1,500.00
1.93 miles	Finishing Roadbed and Slopes	500.00	965.00
4,000 lin. ft.	Rounding Cutbanks	0.15	600.00
800 lin. ft.	18-Inch Concrete Pipe	3.25	2,600.00
180 lin. ft.	24-Inch Concrete Pipe	5.00	900.00
30 lin. ft.	12-Inch Corrugated Metal Pipe	2.50	75.00
130 lin. ft.	18-Inch Corrugated Metal Pipe	3.50	455.00
200 lin. ft.	24-Inch Extra Strength Corrugated Metal Pipe	6.25	1,250.00
200 lin. ft.	84-Inch Structural Plate Pipe	45.00	9,000.00
3,400 lin. ft.	8-Inch Perforated Metal Drain Pipe	2.00	6,800.00
500 cu. yds.	3/8" - 0 Backfill in Drains	4.50	2,250.00
200 cu. yds.	3" - 0 Material in Surfacing	2.75	550.00
100 cu. yds.	3/4" - 0 Material in Surfacing	3.00	300.00
10 M-gal.	Sprinkling	3.00	30.00
			$157,975.00

Type Code 6201
3 Lane Roadway (Pavement)(Sta. 2268+00 to Sta. 2302+50)(Sta. 2315+50 to Sta. 2383+00)

3,900 lin. ft.	Metal Guard Rail	$ 2.00	$ 7,800.00
28,600 cu. yds.	2½" - 0 Gravel in Base	1.20	34,320.00

5,000 cu. yds.	3/4" - 0 Gravel in Base and Shoulders	$ 1.25	$ 6,250.00
900 M-gal.	Sprinkling	1.00	900.00
500 cu. yds.	3/4" - 0 Gravel in Binder Course	2.40	1,200.00
80 tons	RC-3 Asphalt in Binder Course	36.00	2,880.00
10,000 tons	Class "B" Asphaltic Concrete	4.70	47,000.00
18 tons	Furnishing and Placing RS-1 Asphalt	36.00	648.00
40 cu. yds.	Aggregate in Pavement Seal	3.00	120.00
			$101,118.00

Subtotal	$259,093.00
10% Engr. & Cont.	25,909.30
Total	$285,002.30

Length of Roadway	1.932 Miles
Cost of Roadway Per Mile	$147,516.71

Type Code X021
Gales Creek Bridge #7677 (Sta. 2219+95 to Sta. 2221+77)(Contract No. 4051)

130 cu. yds.	Structural Excavation	$10.00	$ 1,300.00
5 cu. yds.	Structural Excavation Below Elevation Shown	20.00	100.00
170 lin. ft.	Furnish Steel Piling	5.75	977.50
8 only	Drive Steel Piling	60.00	480.00
400 cu. yds.	Class "A" Concrete	70.00	28,000.00
102,000 lbs.	Metal Reinforcement	0.11	11,220.00
30 lin. ft.	6" Metal Drain Pipe	4.00	120.00
			$ 42,197.50

Type Code X021
Dairy Creek Bridge #7683 (Sta. 2521+43 to Sta. 2522+18)(Contract No. 4051)

40 cu. yds.	Structural Excavation	$10.00	$ 400.00
1,300 lin. ft.	Furnish Treated Timber Piling	1.25	1,625.00
24 only	Drive Timber Piles	50.00	1,200.00
110 cu. yds.	Class "A" Concrete	75.00	8,250.00
26,000 lbs.	Metal Reinforcement	0.11	2,860.00
3 M-FBM	Treated Lumber in Place	250.00	750.00
All Required	Remove Old Bridge		500.00
			$ 15,585.00

Type Code X020
Overflow Bridge #7684 (Sta. 2539+90 to Sta. 2540+41)(Contract No. 4051)

1,300 lin. ft.	Furnish Timber Piling	$ 1.25	$ 1,625.00
24 only	Drive Timber Piles	50.00	1,200.00
80 cu. yds.	Class "A" Concrete	75.00	6,000.00
18,000 lbs.	Metal Reinforcement	0.11	1,980.00
			$ 10,805.00

Type Code X021
Overflow Bridge #7685 (Sta. 2551+34 to Sta. 2551+84)(Contract No. 4051)

20 cu. yds.	Structural Excavation	$10.00	$ 200.00
950 lin. ft.	Furnish Treated Timber Piling	1.25	1,187.50

18 only	Drive Treated Timber Piles	$50.00	$ 900.00
75 cu. yds.	Class "A" Concrete	75.00	5,625.00
18,000 lbs.	Metal Reinforcement	0.11	1,980.00
1.50 M-FBM	Treated Lumber in Place	250.00	375.00
			$ 10,267.50

Type Code X121
Wilkesboro Overcrossing #7686 (Sta. 2608+30.43 to Sta. 2611+42.43)(Contract No. 4035)

300 cu. yds.	Structural Excavation	$ 4.00	$ 1,200.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
11,000 lin. ft.	Furnish Treated Piling	0.80	8,800.00
210 only	Drive Piles	100.00	21,000.00
790 cu. yds.	Class "A" Concrete	62.00	48,980.00
193,000 lbs.	Metal Reinforcement	0.10	19,300.00
40 lin. ft.	6-Inch Metal Drain Pipe	3.00	120.00
			$ 99,550.00

Type Code X221
North Plains Grade Separation (Sta. 2703+29.4 to 2705+03.4)(Contract No. 4043)

110 cu. yds.	Structural Excavation	$ 7.50	$ 825.00
10 cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3,700 lin. ft.	Furnish Treated Timber Piling	0.96	3,552.00
66 only	Drive Piles	55.00	3,630.00
360 cu. yds.	Class "A" Concrete	59.50	21,420.00
100,000 lbs.	Metal Reinforcement	0.10	10,000.00
75 lin. ft.	6-Inch Metal Drain Pipe	3.00	225.00
			$ 39,752.00

Subtotal	$218,157.00
10% Engr. & Cont.	21,815.70
Total	$239,972.70

Length of 6 Structures 0.160

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$912,074.90	$564,870.00	$347,204.90
3 Lane Roadway	285,002.30	176,509.00	108,493.30
Structures	239,972.70	148,621.00	91,351.70
	$1,437,049.90	$890,000.00	$547,049.90

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939; Chap. 491, Laws 1951; Chap. 20, Laws 1953.

State Funds For Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. HF-313 (1)

GLENWOOD-NORTH PLAINS SECTION
OF THE WILSON RIVER HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 31, 1953

Type Code 2010
2-Lane Roadway (Sta. 2210+00 to Sta. 2268+00)(Sta. 2302+50 to Sta. 2315+50)(Sta. 2323+00 to Sta. 2712+00)

All Required		Clearing and Grubbing (80%)		$ 28,000.00
1,300	cu. yds.	Structural Excavation, Unclassified	$ 3.00	3,900.00
200	cu. yds.	Trench Excavation, Unclassified	2.50	500.00
780,000	cu. yds.	General Excavation, Unclassified	0.32	249,600.00
3,300,000	yd. sta.	Short Overhaul	0.01	33,000.00
175,000	C-yd. sta.	Long Overhaul	0.40	70,000.00
7.39	miles	Finishing Roadbed and Slopes	600.00	4,434.00
13,000	lin. ft.	Rounding Cutbanks	0.15	1,950.00
100	lin. ft.	8-inch Sewer Pipe	1.25	125.00
50	lin. ft.	12-inch Concrete Pipe	2.00	100.00
1,100	lin. ft.	18-inch Concrete Pipe	3.50	3,850.00
30	lin. ft.	30-inch Concrete Pipe	7.00	210.00
230	lin. ft.	48-inch Concrete Pipe	18.00	4,140.00
170	lin. ft.	12-inch Corrugated Metal Pipe	2.75	467.50
1,670	lin. ft.	18-inch Corrugated Metal Pipe	4.50	7,515.00
650	lin. ft.	24-inch Corrugated Metal Pipe	6.00	3,900.00
160	lin. ft.	42-inch Extra Strength Corrugated Metal Pipe	17.50	2,800.00
270	lin. ft.	48-inch Extra Strength Corrugated Metal Pipe	22.00	5,940.00
280	lin. ft.	48-inch Corrugated Metal Pipe	20.00	5,600.00
390	lin. ft.	84-inch Corrugated Metal Pipe	45.00	17,550.00
80	lin. ft.	104-inch Structural Plate Pipe Arch	60.00	4,800.00
120	lin. ft.	152-inch Structural Plate Pipe Arch	75.00	9,000.00
2	only	Concrete Catch Basins	80.00	160.00
1	only	Concrete Manholes	250.00	250.00
3,000	cu. yds.	3" - 0 Material in Surfacing	3.00	9,000.00
800	cu. yds.	3/4" - 0 Material in Surfacing	3.25	2,600.00
100	M-gal.	Sprinkling	3.00	300.00
				$469,691.50

Type Code X001
Log Bridge No. 7667 (Sta. 208+40)

All Required		Move Logs		$ 1,500.00
7	cu. yds.	Class "A" Concrete	$ 50.00	350.00
13	M-FBM	Lumber in Place	200.00	2,600.00
				$ 4,450.00
			Subtotal	$474,141.50
			10% Engr. & Cont.	47,414.15
			Total	$521,555.65

Length of Roadway 7.390 miles
Cost of Roadway per Mile $70,575.86

Type Code 2010
3-Lane Roadway (Sta. 2268+00 to Sta. 2302+50)(Sta. 2315+50 to Sta. 2383+00)

All Required		Clearing and Grubbing (20%)		$ 7,000.00
700	cu. yds.	Structural Excavation, Unclassified	$ 3.00	2,100.00
100	cu. yds.	Trench Excavation, Unclassified	2.50	250.00
380,000	cu. yds.	General Excavation, Unclassified	0.32	121,600.00
600,000	yd. sta.	Short Overhaul	0.01	6,000.00
5,000	C-yd. sta.	Long Overhaul	0.40	2,000.00
1.93	miles	Finishing Roadbed and Slopes	600.00	1,158.00
4,000	lin. ft.	Rounding Cutbanks	0.15	600.00
800	lin. ft.	18-inch Concrete Pipe	3.50	2,800.00
180	lin. ft.	24-inch Concrete Pipe	4.75	855.00
30	lin. ft.	12-inch Corrugated Metal Pipe	2.75	82.50
130	lin. ft.	18-inch Corrugated Metal Pipe	4.50	585.00
200	lin. ft.	24-inch Extra Strength Corrugated Metal Pipe	7.00	1,400.00
200	lin. ft.	84-inch Structural Plate Pipe	55.00	11,000.00
3,400	lin. ft.	8-inch Perforated Metal Drain Pipe	2.25	7,650.00
500	cu. yds.	3/8" - 0 Backfill in Drains	4.50	2,250.00
200	cu. yds.	3" - 0 Material in Surfacing	3.00	600.00
100	cu. yds.	3/4" - 0 Material in Surfacing	3.25	325.00
10	M-gal.	Sprinkling	3.00	30.00
			Subtotal	$168,285.50
			10% Engr. & Cont.	16,828.55
			Total	$185,114.05

Length of Roadway 1.932 miles
Cost of Roadway per Mile $95,814.72

Type Code X021
Gales Creek Bridge No. 7677 (Sta. 2219+95 to Sta. 2221+77)

130	cu. yds.	Structural Excavation	$ 7.50	$ 975.00
5	cu. yds.	Structural Excavation Below Elevation Shown	10.00	50.00
170	lin. ft.	Furnish Steel Piling	7.00	1,190.00
8	only	Drive Steel Piling	60.00	480.00
400	cu. yds.	Class "A" Concrete	70.00	28,000.00
102,000	lbs.	Metal Reinforcement	0.11	11,220.00
30	lin. ft.	6-inch Metal Drain Pipe	3.00	90.00
				$ 42,005.00

Type Code X021
Dairy Creek Bridge No. 7683 (Sta. 2521+43 to Sta. 2522+18)

40	cu. yds.	Structural Excavation	$ 3.00	$ 120.00
1,300	lin. ft.	Furnish Treated Timber Piling	1.50	1,950.00
24	only	Drive Timber Piles	50.00	1,200.00
110	cu. yds.	Class "A" Concrete	65.00	7,150.00
26,000	lbs.	Metal Reinforcement	0.11	2,860.00
3	M-FBM	Treated Lumber in Place	300.00	900.00
All Required		Remove Old Bridge		1,500.00
				$ 15,680.00

Type Code X021
Overflow Bridge No. 7684 (Sta. 2539+90 to Sta. 2540+41)

1,300	lin. ft.	Furnish Timber Piling	$ 1.50	$ 1,950.00
24	only	Drive Timber Piles	50.00	1,200.00
80	cu. yds.	Class "A" Concrete	60.00	4,800.00
18,000	lbs.	Metal Reinforcement	0.11	1,980.00
				$ 9,930.00

Type Code X021
Overflow Bridge No. 7685 (Sta. 2551+34 to Sta. 2551+84)

20	cu. yds.	Structural Excavation	$ 3.00	$ 60.00
950	lin. ft.	Furnish Treated Timber Piling	1.50	1,425.00
18	only	Drive Treated Timber Piles	50.00	900.00
75	cu. yds.	Class "A" Concrete	65.00	4,875.00
18,000	lbs.	Metal Reinforcement	0.11	1,980.00
1.50	M-FBM	Treated Lumber in Place	300.00	450.00
				$ 9,690.00

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Type Code X221
Wilkesboro Overcrossing No. 7686 (Sta. 2608+30.43 to Sta. 2611+42.43)

300	cu. yds.	Structural Excavation	$ 5.00	$ 1,500.00
10	cu. yds.	Excavation Below Elevation Shown	7.50	75.00
11,000	lin. ft.	Furnish Treated Piling	1.50	16,500.00
210	only	Drive Piles	50.00	10,500.00
790	cu. yds.	Class "A" Concrete	70.00	55,300.00
193,000	lbs.	Metal Reinforcement	0.11	21,230.00
40	lin. ft.	6-inch Metal Drain Pipe	3.00	120.00
				$105,225.00
		Subtotal		$182,530.00
		10% Engr. & Cont.		18,253.00
		Total		$200,783.00

Length of 6 Structures 0.160 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$521,555.65	$323,008.00	$198,547.65
3-Lane Roadway	185,114.05	114,644.00	70,470.05
Structures	200,783.00	124,348.00	76,435.00
	$907,452.70	$562,000.00	$345,452.70

Type Code X121
Hillsboro Overcrossing No. 7666 (Sta. 2608+30.43 to Sta. 2611+42.43)
(Low Bid Prices)

300	cu. yds.	Structural Excavation	$ 4.00	$ 1,200.00	
10	cu. yds.	Excavation Below Elevation Shown	15.00	150.00	
11,000	lin. ft.	Furnish Treated Piling	0.80	8,800.00	
210	only	Drive Piles	100.00	21,000.00	
790	cu. yds.	Class "A" Concrete	62.00	48,980.00	
193,000	lbs.	Metal Reinforcement	0.10	19,300.00	
40	lin. ft.	6-inch Metal Drain Pipe	3.00	120.00	
				$ 99,550.00	

Type Code X221
North Plains Grade Separation (Sta. 2703+29.4 to 2705+03.4)

110	cu. yds.	Structural Excavation	$ 10.00	$ 1,100.00	
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00	
3700 3,500	lin. ft.	Furnish Treated Timber Piling	1.25	4,375.00	4,625.00
66	only	Drive Piles	60.00	3,960.00	
360	cu. yds.	Class "A" Concrete	75.00	27,000.00	
100,000	lbs.	Metal Reinforcement	0.11	11,000.00	
75	lin. ft.	6-inch Metal Drain Pipe	3.00	225.00	
				$ 47,760.00	48,010.00
		Subtotal		$226,165.00	226,415.00
		10% Engr. & Cont.		22,616.50	22,641.50
		Total		$248,781.50	249056.50

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Sheet

Length of 6 Structures 0.160 mile

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds		State Funds	
2-Lane Roadway		$483,983.50	$300,041.00	299010.00	$183,942.50	184,033.50
3-Lane Roadway		173,772.50	107,729.00	107696.00	66,043.50	66,076.50
Structures	249,056.50	248,781.50	154,230.00	154,314.00	94,551.50	94702.50
		$906,537.50	$562,000.00		$344,537.50	
		906,812.50			344,812.50	

Oregon State Highway Department

Federal Aid Project
No. BF-313 (1)

GLENWOOD-NORTH PLAINS SECTION

OF THE WILSON RIVER HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 12, 1953

Type Code 0010
2-Lane Roadway (Sta. 2210+00 to Sta. 2268+00)(Sta. 2302+50 to Sta. 2315+50)(Sta. 2383+00 to Sta. 2712+00)
(Low Bid Prices)

All Required		Clearing and Grubbing (80%)		$ 40,000.00
1,300	cu. yds.	Structural Excavation, Unclassified	$ 3.00	3,900.00
200	cu. yds.	Trench Excavation, Unclassified	1.00	200.00
780,000	cu. yds.	General Excavation, Unclassified	0.30	234,000.00
3,300,000	yd. sta.	Short Overhaul	0.0075	24,750.00
175,000	C-yd. sta.	Long Overhaul	0.30	52,500.00
7.39	miles	Finishing Roadbed and Slopes	500.00	3,695.00
13,000	lin. ft.	Rounding Cutbanks	0.15	1,950.00
100	lin. ft.	8-inch Sewer Pipe	1.00	100.00
50	lin. ft.	12-inch Concrete Pipe	1.50	75.00
1,100	lin. ft.	18-inch Concrete Pipe	3.25	3,575.00
30	lin. ft.	30-inch Concrete Pipe	7.00	210.00
230	lin. ft.	48-inch Concrete Pipe	12.00	2,760.00
170	lin. ft.	12-inch Corrugated Metal Pipe	2.50	425.00
1,670	lin. ft.	18-inch Corrugated Metal Pipe	3.50	5,845.00
650	lin. ft.	24-inch Corrugated Metal Pipe	5.00	3,250.00
160	lin. ft.	42-inch Extra Strength Corrugated Metal Pipe	15.00	2,400.00
270	lin. ft.	48-inch Extra Strength Corrugated Metal Pipe	21.00	5,670.00
280	lin. ft.	48-inch Corrugated Metal Pipe	18.00	5,040.00
390	lin. ft.	84-inch Corrugated Metal Pipe	45.00	17,550.00
80	lin. ft.	104-inch Structural Plate Pipe Arch	60.00	4,800.00
120	lin. ft.	152-inch Structural Plate Pipe Arch	90.00	10,800.00
2	only	Concrete Catch Basins	75.00	150.00
1	only	Concrete Manholes	300.00	300.00
3,000	cu. yds.	3" - 0 Material in Surfacing	2.75	8,250.00
800	cu. yds.	3/4" - 0 Material in Surfacing	3.00	2,400.00
100	M-gal.	Sprinkling	3.00	300.00
				$434,895.00

Type Code X001
Log Bridge No. 7667 (Sta. 2208+40) (Low Bid Prices)

All Required		Move Logs		$ 2,000.00
7	cu. yds.	Class "A" Concrete	$ 70.00	490.00
13	M-FBM	Lumber in Place	200.00	2,600.00
				$ 5,090.00
		Subtotal		$439,985.00
		10% Engr. & Cont.		43,998.50
		Total		$483,983.50

Length of Roadway 7.390 miles
Cost of Roadway per mile $65,491.67

Type Code 0010
2-Lane Roadway (Sta. 2268+00 to Sta. 2302+50) (Sta. 2315+50 to Sta. 2383+00) (Low Bid Prices)

All Required		Clearing and Grubbing (20%)		$ 10,000.00
700	cu. yds.	Structural Excavation, Unclassified	$ 3.00	2,100.00
100	cu. yds.	Trench Excavation, Unclassified	1.00	100.00
380,000	cu. yds.	General Excavation, Unclassified	0.30	114,000.00
600,000	yd. sta.	Short Overhaul	0.0075	4,500.00
5,000	C-yd. sta.	Long Overhaul	0.30	1,500.00
1.93	miles	Finishing Roadbed and Slopes	500.00	965.00
4,000	lin. ft.	Rounding Cutbanks	0.15	600.00
800	lin. ft.	18-inch Concrete Pipe	3.25	2,600.00
180	lin. ft.	24-inch Concrete Pipe	5.00	900.00
30	lin. ft.	12-inch Corrugated Metal Pipe	2.50	75.00
130	lin. ft.	18-inch Corrugated Metal Pipe	3.50	455.00
200	lin. ft.	24-inch Extra Strength Corrugated Metal Pipe	6.25	1,250.00
200	lin. ft.	84-inch Structural Plate Pipe	45.00	9,000.00
3,400	lin. ft.	8-inch Perforated Metal Drain Pipe	2.00	6,800.00
500	cu. yds.	3/8" - 0 Backfill in Drains	4.50	2,250.00
200	cu. yds.	3" - 0 Material in Surfacing	2.75	550.00
100	cu. yds.	3/4" - 0 Material in Surfacing	3.00	300.00
10	M-gal.	Sprinkling	3.00	30.00
		Subtotal		$157,975.00
		10% Engr. & Cont.		15,797.50
		Total		$173,772.50

Length of Roadway 1.932 miles
Cost of Roadway per mile $89,944.35

Type Code X021
Gales Creek Bridge No. 7677 (Sta. 2219+95 to Sta. 2221+77)
(Low Bid Prices)

130	cu. yds.	Structural Excavation	$ 10.00	$ 1,300.00
5	cu. yds.	Structural Excavation Below Elevation Shown	20.00	100.00
170	lin. ft.	Furnish Steel Piling	5.75	977.50
8	only	Drive Steel Piling	60.00	480.00
400	cu. yds.	Class "A" Concrete	70.00	28,000.00
102,000	lbs.	Metal Reinforcement	0.11	11,220.00
30	lin. ft.	6-inch Metal Drain Pipe	4.00	120.00
				$ 42,197.50

Type Code X021
Dairy Creek Bridge No. 7683 (Sta. 2521+43 to Sta. 2522+18)
(Low Bid Prices)

40	cu. yds.	Structural Excavation	$ 10.00	$ 400.00
1,300	lin. ft.	Furnish Treated Timber Piling	1.25	1,625.00
24	only	Drive Timber Piles	50.00	1,200.00
110	cu. yds.	Class "A" Concrete	75.00	8,250.00
26,000	lbs.	Metal Reinforcement	0.11	2,860.00
3	M-FBM	Treated Lumber in Place	250.00	750.00
All Required		Remove Old Bridge		500.00
				$ 15,585.00

Type Code X021
Overflow Bridge No. 7684 (Sta. 2539+90 to Sta. 2540+41)
(Low Bid Prices)

1,300	lin. ft.	Furnish Timber Piling	$ 1.25	$ 1,625.00
24	only	Drive Timber Piles	50.00	1,200.00
80	cu. yds.	Class "A" Concrete	75.00	6,000.00
18,000	lbs.	Metal Reinforcement	0.11	1,980.00
				$ 10,805.00

Type Code X021
Overflow Bridge No. 7685 (Sta. 2551+34 to Sta. 2551+84)
(Low Bid Prices)

20	cu. yds.	Structural Excavation	$ 10.00	$ 200.00
950	lin. ft.	Furnish Treated Timber Piling	1.25	1,187.50
18	only	Drive Treated Timber Piles	50.00	900.00
75	cu. yds.	Class "A" Concrete	75.00	5,625.00
18,000	lbs.	Metal Reinforcement	0.11	1,980.00
1.50	M-FBM	Treated Lumber in Place	250.00	375.00
				$ 10,267.50

Type Code X121
Wilkesboro Overcrossing No. 7684 (Sta. 2608+30.43 to Sta. 2611+42.43)
(Low Bid Prices)

300	cu. yds.	Structural Excavation	$ 4.00	$ 1,200.00
10	cu. yds.	Excavation Below Elevation Shown	15.00	150.00
11,000	lin. ft.	Furnish Treated Piling	0.80	8,800.00
210	only	Drive Piles	100.00	21,000.00
790	cu. yds.	Class "A" Concrete	62.00	48,980.00
193,000	lbs.	Metal Reinforcement	0.10	19,300.00
40	lin. ft.	6-inch Metal Drain Pipe	3.00	120.00
				$ 99,550.00

Type Code X220
North Plains Grade Separation (Sta. 2703+29.4 to 2705+03.4)

110	cu. yds.	Structural Excavation	$ 10.00	$ 1,100.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
3,700	lin. ft.	Furnish Treated Timber Piling	1.25	4,625.00
66	only	Drive Piles	60.00	3,960.00
360	cu. yds.	Class "A" Concrete	75.00	27,000.00
100,000	lbs.	Metal Reinforcement	0.11	11,000.00
75	lin. ft.	6-inch Metal Drain Pipe	3.00	225.00
				$ 48,010.00

Subtotal	$226,415.00
10% Engr. & Cont.	22,641.50
Total	$249,056.50

Length of 6 Structures 0.160 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$483,983.50	$299,950.00	$184,033.50
3-Lane Roadway	173,772.50	107,696.00	66,076.50
Structures	249,056.50	154,354.00	94,702.50
	$906,812.50	$562,000.00	$344,812.50

Oregon State Highway Department

Federal Aid Project
No. RF-313 (1)

GLENWOOD-NORTH PLAINS SECTION
OF THE WILSON RIVER HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 11, 1954

Type Code 6201
2-lane Roadway (Grade & Pavement)(Sta. 2187+00 to Sta. 2268+00)(Sta. 2302+50 to Sta. 2315+50)(Sta. 2383+00 to Sta. 2712+00)

All Required	Clearing and Grubbing		$ 700.00
17,500 cu.yds.	Embankment in Place	$ 0.45	7,875.00
70 lin.ft.	18-inch Concrete Pipe	3.00	210.00
6 lin.ft.	24-inch Concrete Pipe	5.00	30.00
8,900 lin.ft.	Metal Guard Rail	2.30	20,470.00
123,400 cu.yds.	2½" - 0 Gravel in Base	1.75	215,950.00
25,000 cu.yds.	3/4" - 0 Gravel in Base and Shoulders	2.10	52,500.00
3,700 M-gal.	Sprinkling	2.50	9,250.00
1,800 cu.yds.	3/4" - 0 Gravel in Binder Course	3.00	5,400.00
290 tons	RC-3 Asphalt in Binder Course	35.00	10,150.00
35,000 tons	Class "B" Asphaltic Concrete	5.50	192,500.00
68 tons	Furnishing and Placing RS-1 Asphalt	38.00	2,584.00
190 cu.yds.	Aggregate in Pavement Seal	3.50	665.00
			$518,284.00

Type Code 0010
2-lane Roadway (Sta. 2210+00 to Sta. 2268+00)(Sta. 2302+50 to Sta. 2315+50)(Sta. 2383+00 to Sta. 2712+00)(Contract No. 4036)

All Required	Clearing and Grubbing (80%)		$ 40,000.00
1,300 cu.yds.	Structural Excavation, Unclassified	$ 3.00	3,900.00
200 cu.yds.	Trench Excavation, Unclassified	1.00	200.00
780,000 cu.yds.	General Excavation, Unclassified	0.30	234,000.00
3,300,000 yd.sta.	Short Overhaul	0.0075	24,750.00
175,000 C-yd.sta.	Long Overhaul	0.30	52,500.00
7.39 miles	Finishing Roadbed and Slopes	500.00	3,695.00
13,000 lin.ft.	Rounding Cutbanks	0.15	1,950.00
100 lin.ft.	8-inch Sewer Pipe	1.00	100.00
50 lin.ft.	12-inch Concrete Pipe	1.50	75.00
1,100 lin.ft.	18-inch Concrete Pipe	3.25	3,575.00
30 lin.ft.	30-inch Concrete Pipe	7.00	210.00
230 lin.ft.	48-inch Concrete Pipe	12.00	2,760.00
170 lin.ft.	12-inch Corrugated Metal Pipe	2.50	425.00
1,670 lin.ft.	18-inch Corrugated Metal Pipe	3.50	5,845.00
650 lin.ft.	24-inch Corrugated Metal Pipe	5.00	3,250.00
160 lin.ft.	42-inch Extra Strength Corrugated Metal Pipe	15.00	2,400.00
270 lin.ft.	48-inch Extra Strength Corrugated Metal Pipe	21.00	5,670.00

280 lin.ft.	48-inch Corrugated Metal Pipe	18.00	5,040.00
390 lin.ft.	84-inch Corrugated Metal Pipe	45.00	17,550.00
80 lin.ft.	104-inch Structural Plate Pipe Arch	60.00	4,800.00
120 lin.ft.	152-inch Structural Plate Pipe Arch	90.00	10,800.00
2 only	Concrete Catch Basins	75.00	150.00
1 only	Concrete Manholes	300.00	300.00
3,000 cu.yds.	3" - 0 Material in Surfacing	2.75	8,250.00
800 cu.yds.	3/4" - 0 Material in Surfacing	3.00	2,400.00
100 M-gal.	Sprinkling	3.00	300.00
			$434,895.00

Type Code X001
Log Bridge #7677-A (Sta. 2208+40)(Contract No. 4051)

All Required	Move Logs		2,000.00
7 cu.yds.	Class "A" Concrete	70.00	490.00
13 M-FBM	Lumber in Place	200.00	2,600.00
			$ 5,090.00

Subtotal	958,269.00
10% Engr. & Cont.	95,826.90
	$1,054,095.90

Length of Roadway 7.825 miles
Cost of Roadway per mile $134,708.74

Type Code 0010
3-lane Roadway (Sta. 2268+00 to Sta. 2302+50)(Sta. 2315+50 to Sta. 2383+00)(Cont. No. 4036)

All Required	Clearing and Grubbing (20%)		10,000.00
700 cu.yds.	Structural Excavation, Unclassified	3.00	2,100.00
100 cu.yds.	Trench Excavation, Unclassified	1.00	100.00
380,000 cu.yds.	General Excavation, Unclassified	0.30	114,000.00
600,000 yd.sta.	Short Overhaul	0.0075	4,500.00
5,000 C-yd.sta.	Long Overhaul	0.30	1,500.00
1.93 miles	Finishing Roadbed and Slopes	500.00	965.00
4,000 lin.ft.	Rounding Cutbanks	0.15	600.00
800 lin.ft.	18-inch Concrete Pipe	3.25	2,600.00
180 lin.ft.	24-inch Concrete Pipe	5.00	900.00
30 lin.ft.	12-inch Corrugated Metal Pipe	2.50	75.00
130 lin.ft.	18-inch Corrugated Metal Pipe	3.50	455.00
200 lin.ft.	24-inch Extra Strength Corrugated Metal Pipe	6.25	1,250.00
200 lin.ft.	84-inch Structural Plate Pipe	45.00	9,000.00
3,400 lin.ft.	8-inch Perforated Metal Drain Pipe	2.00	6,800.00
500 cu.yds.	3/8" - 0 Backfill in Drains	4.50	2,250.00
200 cu.yds.	3" - 0 Material in Surfacing	2.75	550.00
100 cu.yds.	3/4" - 0 Material in Surfacing	3.00	300.00
10 M-gal.	Sprinkling	3.00	30.00
			$157,975.00

Type Code 6201
3-lane Roadway (Pavement)(Sta. 2268+00 to Sta. 2302+50)(Sta.2315+50 to Sta. 2383+00)

3,900 lin.ft.	Metal Guard Rail	$ 2.30	$ 8,970.00
28,600 cu.yds.	2½" - 0 Gravel in Base	1.75	50,050.00
5,000 cu.yds.	3/4" - 0 Gravel in Base and Shoulders	2.10	10,500.00
900 M-gal.	Sprinkling	2.50	2,250.00
500 cu.yds.	3/4" - 0 Gravel in Binder Course	3.00	1,500.00
80 tons	RC-3 Asphalt in Binder Course	35.00	2,800.00
10,000 tons	Class "B" Asphaltic Concrete	5.50	55,000.00
18 tons	Furnishing and Placing RS-1 Asphalt	38.00	684.00
40 cu.yds.	Aggregate in Pavement Seal	3.50	140.00
			$131,894.00
	Subtotal		289,869.00
	10% Engr. & Cont.		28,986.90
			$318,855.90

Length of Roadway 1.932 miles
Cost of Roadway $165,039.28

Type Code X021
Gales Creek Bridge #7677 (Sta. 2219+95 to Sta. 2221+77)(Contract No. 4051)

130 cu.yds.	Structural Excavation	10.00	1,300.00
5 cu.yds.	Structural Excavation Below Elevation Shown	20.00	100.00
170 lin.ft.	Furnishing Steel Piling	5.75	977.50
8 only	Drive Steel Piling	60.00	480.00
400 cu.yds.	Class "A" Concrete	70.00	28,000.00
102,000 lbs.	Metal Reinforcement	0.11	11,220.00
30 lin.ft.	6" Metal Drain Pipe	4.00	120.00
			$42,197.50

Type Code X021
Dairy Creek Bridge #7683 (Sta. 2521+43 to Sta. 2522+18)(Contract No. 4051)

40 cu.yds.	Structural Excavation	10.00	400.00
1,300 lin.ft.	Furnish Treated Timber Piling	1.25	1,625.00
24 only	Drive Timber Piles	50.00	1,200.00
110 cu.yds.	Class "A" Concrete	75.00	8,250.00
26,000 lbs.	Metal Reinforcement	0.11	2,860.00
3 M-FBM	Treated Lumber in Place	250.00	750.00
All Required	Remove Old Bridge		500.00
			$15,585.00

Type Code X021
Overflow Bridge #7684 (Sta. 2539+90 to Sta. 2540+41)(Contract No. 4051)

1,300 lin.ft.	Furnish Timber Piling	1.25	1,625.00
24 only	Drive Timber Piles	50.00	1,200.00
80 cu.yds.	Class "A" Concrete	75.00	6,000.00
18,000 lbs.	Metal Reinforcement	0.11	1,980.00
			$10,805.00

Type Code X021
Overflow Bridge #7685 (Sta. 2551+34 to Sta. 2551+84)(Contract No. 4051)

20	cu.yds.	Structural Excavation	$ 10.00	$ 200.00
950	lin.ft.	Furnish Treated Timber Piling	1.25	1,187.50
18	only	Drive Treated Timber Piles	50.00	900.00
75	cu.yds.	Class "A" Concrete	75.00	5,625.00
18,000	lbs.	Metal Reinforcement	0.11	1,980.00
1.50	M-FBM	Treated Lumber in Place	250.00	375.00
				$10,267.50

Type Code X121
Wilksboro Overcrossing #7686 (Sta. 2608+30.43 to Sta. 2611+42.43)(Contract No. 4035)

300	cu.yds.	Structural Excavation	4.00	1,200.00
10	cu.yds.	Excavation Below Elevation Shown	15.00	150.00
11,000	lin.ft.	Furnish Treated Piling	0.80	8,800.00
210	only	Drive Piles	100.00	21,000.00
790	cu.yds.	Class "A" Concrete	62.00	48,980.00
193,000	lbs.	Metal Reinforcement	0.10	19,300.00
40	lin.ft.	6-inch Metal Drain Pipe	3.00	120.00
				$99,550.00

Type Code X221
North Plains Grade Separation (Sta. 2703+29.4 to 2705+03.4)(Contract No. 4043)

110	cu.yds.	Structural Excavation	7.50	825.00
10	cu.yds.	Excavation Below Elevation Shown	10.00	100.00
3,700	lin.ft.	Furnish Treated Timber Piling	0.96	3,552.00
66	only	Drive Piles	55.00	3,630.00
360	cu.yds.	Class "A" Concrete	59.50	21,420.00
100,000	lbs.	Metal Reinforcement	0.10	10,000.00
75	lin.ft.	6-inch Metal Drain Pipe	3.00	225.00
				$39,752.00
		Subtotal		$218,157.00
		10% Engr. & Cont.		21,815.70
				$239,972.70

Length of 6 Structures 0.160 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$1,054,095.90	$652,878.00	$401,217.90
3-lane Roadway	318,855.90	197,490.00	121,365.90
Structures	239,972.70	148,632.00	91,340.70
	$1,612,924.50	$999,000.00	$613,924.50

FORM E-128 50M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 9 1953

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Glenwood-North Plains Section
F.A.P. No. BF-313(1)

There are two large culverts on this section, both of which are being specified as multiplate pipe arches. At Little Beaver Creek (Bridge 7678) we are using a 12'-8" x 8'-1" pipe arch. The terrain makes it inadvisable to operate the structure under any great amount of head, which necessitates the wide bottom measurement. The estimated cost of the structure is $75 per linear foot against an estimated cost of $80 for a 10' x 8' concrete box culvert. The second pipe arch is at station 2406+40 where we are using an 8'-8" x 6'-0" multiplate pipe arch. The estimated cost of the pipe arch and a reinforced concrete box culvert is practically the same.

Both of these structures are on a clay foundation and unquestionably there will be slight settlement. For this reason the more flexible steel pipe is preferable. The structures are in a large grading project, and the speed with which the steel pipes can be installed and used in grading operations should be reflected in the price which we receive for earth work.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc J. W. Nash ✓

PORTLAND GENERAL ELECTRIC COMPANY

TUALATIN VALLEY DIVISION
171 Second Avenue
Hillsboro, Oregon

Sales

July 1, 1954

4036
FA Reduced

State Highway Department
Salem
Oregon

Dear Sirs:

Our Division is involved in relocating several poles which are in the way of the grading crews now working on the Glenwood - North Plains Section of the Wilson River Highway.

We would appreciate it if you would send us a set of prints covering the plan and profile of this section of Highway. Mr. Peterson, the Resident Engineer for this project suggested that the 1" = 200' scale would be most suitable for us.

✓

FA Reduced Plans
mailed 7-12-54

Yours very truly,

PORTLAND GENERAL ELECTRIC COMPANY
Tualatin Valley Division

J. L. Williams

J. L. Williams
Engineer

JLW:hg

RECEIVED
JUL 6 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 29 1953
FOR FILING

December 29, 1953

Mr. R. J. Hoss
722 North East 2nd Avenue
Portland 12, Oregon

Dear Mr. Hoss:

Reply is made to your letter of December 28, 1953 inquiring of the construction of the Glenwood-North Plains Section of the Wilson River Highway to provide a connection with the Sunset Highway.

The State Highway Commission at its meeting held on October 29, 1953 awarded a contract to Rogers Construction Company, Portland, to grade this section of highway; contract price was $592,870. Just when the contractor plans to commence operations, I am not presently informed, but it should be in the not distant future. The specified date for completion of the project is July 31, 1955.

After the grading work is done, of course, the section will have to be paved, and there will be structures to be built. Two of the latter already have been contracted, but the paving work will probably not be placed under contract until the grading work is pretty well advanced.

Should you desire additional information concerning the grading contract, I suggest you contact Rogers Construction Company whose headquarters are 11760 N. E. Glisan Street, Portland.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED
DEC 29 1953
FOR FILING

December 29, 1953

Mr. R. J. Hoss
722 North East 2nd Avenue
Portland 12, Oregon

Dear Mr. Hoss:

Reply is made to your letter of December 28, 1953 inquiring of the construction of the Glenwood-North Plains Section of the Wilson River Highway to provide a connection with the Sunset Highway.

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Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

AGENDA
JAN 21 1954

1-B-8

R. J. HOSS
722 NORTH EAST 2ND AVENUE
PORTLAND 12, OREGON

December 28, 1953

State Highway Commission,
Salem,
Oregon

Gentlemen:

I am interested in the section of highway that is to be built joing the Wilson River Highway with the Sunset Highway between Glenwood and North Plaines. I thought I saw in the paper a few months back where this section of grading had been awarded. I would appreciate your advising if this is so and when the work will start, also when completion of the highway is contemplated.

Thanking you very kindly for this information, I am

Yours truly,

RJ Hoss

ANSWERED

RECEIVED
DEC 29 1953
OREGON
STATE HIGHWAY COMMISSION

R. E.

Section

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FORM E-30 25M 9-51 52915

AGENDA
JAN 2 1 1954

1-B-8

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1953

4-16

SUBJECT: AGENDA ITEM FOR JANUARY 10-11, 1954 MEETING

To: Mr. H. B. Glaisyer
Secretary
State Highway Commission
OFFICE

File 19818
Glenwood-North Plains Section
Wilson River Highway
Washington County

Will you please place on the next agenda the matter of approving a bill in the amount of $346.83 which reimburses the Rogers Construction Company for the cost of a liability policy which was purchased covering work performed by Rogers Construction Company under contract for the grading of the above section of highway.

E F Chidsey
E. F. CHIDSEY
Ass't. Right of Way Engineer

EFC/fn

R. E.

RECEIVED
DEC 7 - 1953

RF-310(1)

4-036

December 3, 1953

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4036, awarded to you by the State Highway Commission on October 29, 1953, for grading on the Glenwood-North Plains Section of the Wilson River Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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FOR FILING

[illegible]-313(1)
4n=6

November 16, 1953

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 10, 1953 on Contract No. 4036, Glenwood-North Plains Section, in Washington County, in connection with Federal Aid Project No. BF-313 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

FORM E-123 80M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

EE-313(1)

4026

November 3, 1953

Rogers Construction Co.
11760 N. E. Glisan Street
Portland 16, Oregon

Files 19818 and 21260

Gentlemen:

Reference is made to your Contract No. 4036 for the grading of the Glenwood-North Plains Section of the Wilson River Highway in Washington County. We have had considerable difficulty and delay in securing a permit of entry so that you can proceed with construction on several longitudinal takings or encroachments and, also, on the temporary grade crossing on 6th Street Extended in Hillsboro.

It has finally been agreed that permission will be given to proceed with construction, provided you name Spokane, Portland & Seattle Railway Company as co-insured on your regular contractors public liability policy and furnish a certified copy of such policy with an appropriate endorsement to the company. This should be delivered to Mr. Richard Devers, Attorney at Law, Yeon Building, Portland, Oregon.

The special provisions for the project do not appear to include any clause relating to insurance and it is anticipated that if you are put to any extra expense in the matter the State Highway Commission will reimburse you in the proper amount.

Your cooperation in the matter will be very much appreciated.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
cc: Mr. W. C. Williams ✓
Mr. R. G. Smith
Mr. S. H. Probert
Mr. Richard Devers
Mr. Carl F. Thomas
Chief Engineer
S.P.&S. Ry. Co.
1101 N.W. Hoyt St.
Portland, Oregon

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BF-313(1)

October 29, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BF-313(1), Glenwood-North Plains Section of the Wilson River Highway, we hereby concur as of this date in award of Contract No. 4036 (Grading) to Rogers Construction Co., Inc. of Portland, Oregon, low bidder in the amount of $592,870 at the September 24, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
FOR FILING
BF-313(1)
4032

October 29, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Glenwood-North Plains Section of the Wilson River Highway in Washington County, Project BF-313 (1), to the Rogers Construction Co. of Portland, Oregon, on the basis of the bid of $592,870 submitted on September 24, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:gs

RECEIVED
DEC 10 1953
FOR FILING

AGENDA
DEC 10 1953

October 29, 1953

Rogers Construction Company
11760 N. E. Glisan
Portland, Oregon

Gentlemen:

The State Highway Commission on September 24, 1953 accepted your proposal for grading the Glenwood-North Plains Section of the Wilson River Highway about 4.3 miles southeast of Glenwood in Washington County for the sum of $594,870.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way is acquired and approval of the Bureau of Public Roads is received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4036.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc S. H. Probert
H. G. Smith
W. M. Franzwa, SIAC
Goldie Lewis

E. R.

- agenda

DOMESTIC SERVICE			
Check the class of service desired; otherwise this message will be sent as a full rate telegram			
FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE			
Check the class of service desired; otherwise this message will be sent at the full rate			
FULL RATE		LETTER TELEGRAM	
VICTORY LETTER		SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

October 29, 1953

Rogers Construction Company
11760 N. E. Glisan
Portland, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Glenwood-North Plains Section of Wilson River Highway in Washington County for which you submitted low bid on September 24. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

IVED
1953

FORM E-30 25M 8-51 82315

RF 313(1)

4826

[illegible]
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1953

SUBJECT: Glenwood-North Plains Section
Grading

To:

W. C. Williams
1st Assistant State Highway Engineer
BUILDING

Condemnation complaints and permits from the railroads have now been received and as far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP:pg

RECEIVED
1953

RECEIVED
OCT 28 1953
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
October 27, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of a throughway agreement with Washington County covering the Glenwood-North Plains Section of the Wilson River Highway in Washington County.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Washington County.

Yours very truly,

Secretary

rn
Attach: 1

RECEIVED
OCT 27 1953
FOR FILING

61 - 31 (1)

4036

October 27, 1953

County Court of Washington County
Court House
Hillsboro, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Washington County a fully executed copy of an agreement between the State Highway Commission and Washington County covering the Glenwood-North Plains Section of the Wilson River Highway in Washington County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

X

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

FILING

October 14, 1953

EF-313(1)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. & E. documents for Oregon Project EF-313(1), Glenwood-North Plains Section of the Wilson River Highway. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

FORM E-30 25M 9-51 88316

REFERRED TO
H. B. Glaisyer
By W. W. STIFFLER
for Approval
By Commission

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1953

SUBJECT: Assignment #4523

To: Mr. W. C. Williams
OFFICE

RECEIVED
OCT 5 1953
OFFICE OF
STATE HIGHWAY

Attached are three copies of a throughway agreement covering the Glenwood-North Plains Section of the Wilson River Highway in Washington County. Two copies of the agreement have been signed and attested by the proper county officials and are now ready for presentation to the Highway Commission.

This completes Assignment #4523.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange

Robert H. Prange
Office Engineer

RHP:MM
Att.

Bids were received for this job on Sept. 24 1953 and referred to the Eng. for award when R/W is cleared. Rogers Constru Co was low bidder

F Query

OK H B Glaisyer

NOTED
W. W. STIFFLER

RECEIVED

FOR FILING

September 28, 1953

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on September 24, 1953, accepted your bid in the amount of $592,870.00 for grading on the Glenwood-North Plains section of the Wilson River Highway in Washington County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading 'Restriction on Commencement of Work'.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[redacted]
Enc.

cc: H. G. Smith
S. H. Probert
W. M Franzwa-SIAC

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible] FILING

BF 313(1)

September 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

We have today approved P. S. & E. documents for Oregon Project BF-313(1), Glenwood-North Plains Section of the Wilson River Highway. This is to authorize your advertising for bids.

Our approval of P. S. and E. and authorization for advertising are given subject to such changes in the plans as may be required upon completion of our review and that of the Southern Pacific Company and subject, also, to our receipt of evidence of a satisfactory agreement with the S. P. & S. Railway Company, covering the haul road crossing of their track opposite approximate highway Station 2612.

Concurrence in award will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

2-1029 Noon Bridge on the Corvallis 1933
Newport Hwy.

#4037

2-1127

OREGON STATE HIGHWAY DEPARTMENT

(date)
Sep.28, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4037	10-final	W. H. SHIELDS CONSTR. CO.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
19841	R-104724	$4,844.45	9/27/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: **July 31, 1954**

Time Extensions: **None**

Completion Date: **July 22, 1954**

Date Accepted: **Aug. 9, 1954**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **9-29-54**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

[illegible] ON CARD
2-30-54

RECEIVED
SEP 20 1954
FOR FILING

September 17, 1954

Saint Paul-Mercury Indemnity Co.,
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

State Highway contract No. 4037 for work performed on the Marys River, Noon Bridge of the Corvallis-Newport Highway in Benton County, was completed by the contractor, W. H. Shields Construction Company, on July 22, 1954, and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $4,894.45 will be released to the contractor on or after September 27, 1954. The total contract amount is $48,707.45, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Saint Paul-Mercury Indemnity Co.,
Tromp & McKinley Agency
43 West Broadway
Eugene, Oregon

NOTED ON CARD
[illegible]

RECEIVED
FOR FILING

August 12, 1954

Steel Fabricating & Erection Division
375 East 5th Avenue
Eugene, Oregon

Attention: John Bristow, Manager

Gentlemen:

In reply to your letter of August 10, we find that the contract for construction of the Noon Bridge across Marys River, awarded to W. H. Shields Construction Co. was completed July 22nd, and accepted by the Highway Commission on August 9, 1954.

Final payment cannot be released until at least ten days after acceptance by the Commission to allow the surety time to determine if there are any pending claims or other matters against the contract. The bridge department has informed us that there is an estimate now in process of payment in addition to the final payment.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:mm

Steel Fabricating & Erection Division
OF THE
EUGENE TRUCK & MACHINE CO.
375 EAST 5th AVE. PHONE 5-3375 EUGENE, OREGON

August 10,1954

4037

State Highway Department
Salem
Oregon

Gentlemen:-

On July 20,1954, the writer contacted the State Highway department at Salem, relative to the bridge railings on the Noon Bridge at Corvallis. I was advised on that call that the bridge had been accepted, and would be paid for at the next regular meeting of the commission, which was to be August 10,1954.

Today , we were in touch with the contractors office, and were told that they had not had any acceptance on this bridge, and no payment on the railings.

We would appreciate any information you might have on this matter, particularly as to the acceptance of the bridge. The railings we fabricated were inspected and passed in Eugene, and again in Portland after galvanizing, and we are anxious to know the reason for the delay, as we have not received payment for the railing.

Very truly yours,

Eugene Truck & Machine Co.

John Bristow
Manager

RECEIVED
AUG 12 1954
OREGON
STATE HIGHWAY COMMISSION

Form E-114

8

[illegible]GON STATE HIGHWAY DEPART[illegible]T

Field Engineer's Weekly Report for ~~Surveys~~ Only

Date February 19, 1954

Job name Noon Bridge Section

Week from Feb. 14 to Feb. 20

Mail address Box 110 Corvallis, Oregon

Highway Corvallis-Newport

Telegraph or telephone address 3-3710

County Benton

Job Prefix 2-1029

Express and freight address

General information covering progress of work by party and important developments, instructions from Division Engineer, changes in personnel of party, etc.:

Staked right of way line on the A.L. Albertson property.

NOTED

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

Signed David H. Moehring
David H. Moehring

Title Resident Engineer

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER C[illegible]TIONS	
	A. M.	P. M.
Sunday		
Monday	Cloudy	Cloudy
Tuesday	Rain	Rain
Wednesday	Rain	Rain
Thursday	Cloudy	Cloudy
Friday	Cloudy	Rain

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete 100

Per cent of office work complete 100

Number of days worked on this project 1/2

Number of men in party 3

Salary expense this week ....

All other expenses this week ....

Previous total expenditures this survey ....

Total expenditures including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

STATE PRINTING

FROM THE SUMMIT OF THE CASCADE MOUNTAINS TO THE PACIFIC OCEAN

Benton County Herald

Serving Linn, Benton and Lincoln Counties

P. O. Box 370

Corvallis, Oregon

1037

January 20, I954

Delegation
Friday 1/22/54
11:15 A.M.

(Agenda Item 3j)

Mr. H. B. Glaisyer
Saate Highway Commission
Salem Oregon.

Dear Mr. Glaisyer:

Will you please express my thanks to the commission for the I5 minute interview they granted me for this Friday morning. From your letter it seems that work has progressed too far to make a change in plans without much extra expense.

In view of this situation will you please cancel the I5 minute hearing for this Friday. Our sole idea was to eliminate curves and we had maps drawn and a routing which I think would have appealed to you and the expense would have been very low.

Assuring you of our continued cooperation,

I am,

Truly yours,

J. F. Howard

J. F. Howard
Benton County Herald

JFH MB

Cancelled

RECEIVED

FROM THE SUMMIT OF THE CASCADE MOUNTAINS TO THE PACIFIC OCEAN

Benton County Herald

Serving Linn, Benton and Lincoln Counties

P. O. Box 370

Corvallis, Oregon

FOR FILING

4037

January 20, 1954

Delegation
Friday 1/22/54
11:15 A.M.

(Agenda Item 3j)

Mr. H. B. Glaisyer
State Highway Commission
Salem Oregon.

Dear Mr. Glaisyer:

Will you please express my thanks to the commission for the 15 minute interview they granted me for this Friday morning. From your letter it seems that work has progressed too far to make a change in plans without much extra expense.

In view of this situation will you please cancel the 15 minute hearing for this Friday. Our sole idea was to eliminate curves and we had maps drawn and a routing which I think would have appealed to you and the expense would have been very low.

Assuring you of our continued cooperation,

I am,

Truly yours,

J. F. Howard

J. F. Howard
Benton County Herald

JFH MB

Cancld

RECEIVED

LETTERS TO THE EDITOR

To the Editor:

Your editorial of recent date relative to relocating the Noon bridge on highway 20 west of Philomath and straightening the roadway was noted with much interest. We agree with you 100 per cent that this should be done. The new bridge is the first improvement in about twenty nine years and as it is to be a concrete girder job which in all probability will last seventy five years or more, it is no more than rational to believe that very careful consideration should be taken as to its location for the best interests of the public, in future years as well as the present time.

Admittedly we are getting by after a fashion at present, but the future will no doubt bring increases in population, resulting in much more traffic problems which will make the present situation look ridiculous, particularly in view of the fine job which has been done in the vicinity of Newport.

It is also understood that considerable improvement is planned at Corvallis, all of which makes us wonder why the section between the two towns should not be entitled to a little consideration.

G. F. Griffin, Hazel B. Griffin, N. C. Newton, J. C. Pyle, Karl Hawley, Gladys Gray, S. J. Wren, Monte G. Boggs, Rt. 2, Philomath, Walter Dnerworth, Robert Fenner, Keith K. Boggs, Donald W. Madden, Philomath, Ore., E. H. Weddle, Philomath, Wullert's Market, Seth L. Gray, Dallus B. Cuthals, C. J. Lenhard, Elmer E. Patterson, Harold S. Meier, Hubert D. Hathaway. Wm. Hay, J. K. Graham, 200 West Main, Philomath, Leonard Hayes Wren, Ore., Luella Hayes.

January 14, 1954

Mr. J. F. Howard, Editor
Benton County Herald
P. O. Box 370
Corvallis, Oregon

Dear Mr. Howard:

Reply is made to your letter of January 11, 1954 inquiring whether or not it would be possible for the State Highway Commission to hold up the construction on the Noon Bridge project until you have presented certain facts to the Highway Commission at its meeting next week.

I have consulted with the Engineering Department and find that the work on this structure has progressed too far to require the contractor to discontinue operations as you request. Moreover, I am informed that a change in the plans at the present time would be very costly, and that the plan for this improvement as presently approved by the Commission is the proper one from an engineering standpoint.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

FROM THE SUMMIT OF THE CASCADE MOUNTAINS TO THE PACIFIC OCEAN

Benton County Herald

Serving Linn, Benton and Lincoln Counties

P. O. Box 370

Corvallis, Oregon

January I4, 1954

Mr. H. B. Glasier
Chief Clerk Oregon
Highway Department,
Salem, Oregon.

Dear Sir:

I am writing you on behalf of a group of Corvallis and Philomath citizens who are interested in seeing curves eliminated at the Noon bridge. We have held numerous meetings here and have promises about right of way which the department wants. We have maps and details.

Is it possible for you do delay action at the old bridge until we can present these facts to you next week. With the help of Federal road money we can make this a wonderful improvemant. We have the approval of the Highway 20 association, C of C and others.

Please advise me if the driving of piling can be held up for a few days until we have a hearing.

Yours truly,
J. F. Howard
J. F. Howard
Editor Benton County Herald

JFH MB

ANSWERED
H. B. GLAISYER

AGENDA
JAN 22 1954

D

December 2[illegible], 1953

Mr. J. F. Howard, Editor
Benton County Herald
P. O. Box 370
Corvallis, Oregon

Dear Mr. Howard:

Mr. Ben R. Chandler, Chairman of the State Highway Commission, has asked me to acknowledge your letter of December 21st in which you request an appointment for members of your Chamber of Commerce to meet with the State Highway Commission regarding the relocation of the "Noon" bridge on Highway 20 west of Philomath.

The members of the State Highway Commission will be pleased to grant the Chamber of Commerce a hearing on this subject. Its next regular meeting is scheduled to be held in Portland on Thursday and Friday, January 21 and 22. Delegations will be heard on the second day, Friday the 22nd, on which day I have reserved fifteen minutes of time for the convenience of your group, starting at 11:15 a.m.

This meeting of the Commission will be held, as usual, in the Green Room on the first floor of the Imperial Hotel.

Respectfully yours,

Secretary,
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

11:15 a.m.
1/21/54

D

FROM THE SUMMIT OF THE CASCADE MOUNTAINS TO THE PACIFIC OCEAN

Benton County Herald

Serving Linn, Benton and Lincoln Counties

P. O. Box 370

Corvallis, Oregon

Dec 21, 1953

Mr. Robert Chandler
Chairman Highway Commission
Coos Bay, Oregon.

Dear Mr. Chandler:

I am enclosing you a letter which ran in our paper last week. These people are sincere in wanting to get the bridge at the right location. It will be possible to make the road straight and at a very slight extra cost.

If possible could our Chamber of Commerce or one of groups meet with the commission soon before the bridge is placed at the turn? We would like a date when we can give you the facts.

Your friend,

J. F. Howard
Editor

JFH MB

Herb - Will you answer this and pass it on to Mr Baldock — Ben

ANSWERED

RECEIVED
DEC 29 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 4 - 1954
FOR FILING

2-1029

[illegible]

December 31, 1953

Oregon State Highway Commission

Gentlemen:

The Corvallis Chamber of Commerce will appear before the Highway Commission at its meeting on January 22 to discuss the location of the Noon Bridge which is located on Marys River, approximately two miles west of Philomath.

When plans were being formulated for the reconstruction of this bridge, a study was made of the possibility of changing the alignment, and it was determined at that time that the additional cost far exceeded the benefits. The present highway in the vicinity of Noon Bridge is constructed to a maximum six-degree curve, which is not excessive for this type of road. For example, this is the maximum curve used on the Sunset Highway whereas the Wilson River Highway has maximum ten-degree curves.

Subsequent to the awarding of the contract for the construction of the bridge, a request was made by citizens of the area that a study be conducted to determine the cost of locating the bridge some 50 or 60 feet downstream from the present location. This investigation was made and it was determined that this move would cost the State $46,000, and would not better the alignment except in an extremely minor degree. There were no benefits that could possibly justify this expenditure. The contractor is now working on the bridge and has earned approximately $10,000 for work accomplished.

In view of the above, there is no justification for a costly change of alignment at this point, and it is my recommendation that we complete the project in accordance with our present plans. The Secretary will have a map which illustrates the situation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

FG:js

P.S. I have just had a call from the Chairman of the Road Committee of the Chamber of Commerce of Corvallis, and he stated that no group representative of the Chamber would appear and that the Chamber was satisfied with the bridge in its present location.

FORM E-123 50M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 29, 1953

Mr. J. F. Howard, Editor
Benton County Herald
P. O. Box 370
Corvallis, Oregon

Dear Mr. Howard:

Mr. Ben R. Chandler, Chairman of the State Highway Commission, has asked me to acknowledge your letter of December 21st in which you request an appointment for members of your Chamber of Commerce to meet with the State Highway Commission regarding the relocation of the "Noon" bridge on Highway 20 west of Philomath.

The members of the State Highway Commission will be pleased to grant the Chamber of Commerce a hearing on this subject. Its next regular meeting is scheduled to be held in Portland on Thursday and Friday, January 21 and 22. Delegations will be heard on the second day, Friday the 22nd, on which day I have reserved fifteen minutes of time for the convenience of your group, starting at 11:15 a. m.

This meeting of the Commission will be held, as usual, in the Green Room on the first floor of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners ✓
R. H. Baldock ✓

H. G. Smith -
Please prepare
report to Commission
with large map
for display at
meeting.

COPY

BENTON COUNTY HERALD

Corvallis, Oregon
Dec 21, 1953

Mr. Robert Chandler

Chairman Highway Commission

Coos Bay, Oregon.

Dear Mr. Chandler:

I am enclosing you a letter which ran in our paper last week. These people are sincere in wanting to get the bridge at the right location. It will be possible to make the road straight and at a very slight extra cost.

If possible could our Chamber of Commerce or one of groups meet with the commission soon before the bridge is placed at the turn? We would like a date when we can give you the facts.

Your friend,

J. F. Howard
Editor

JFH MB

LETTERS TO THE EDITOR

To the Editor:

Your editorial of recent date relative to relocating the Noon bridge on highway 20 west of Philomath and straightening the roadway was noted with much interest. We agree with you 100 per cent that this should be done. The new bridge is the first improvement in about twenty nine years and as it is to be a concrete girder job which in all probability will last seventy five years or more, it is no more than rational to believe that very careful consideration should be taken as to its location for the best interests of the public, in future years as well as the present time.

Admittedly we are getting by after a fashion at present, but the future will no doubt bring increases in population, resulting in much more traffic problems which will make the present situation look ridiculous, particularly in view of the fine job which has been done in the vicinity of Newport.

It is also understood that considerable improvement is planned at Corvallis, all of which makes us wonder why the section between the two towns should not be entitled to u little consideration.

G. F. Griffin, Hazel B. Griffin, N. C. Newton, J. C. Pyle, Karl Hawley, Gladys Gray, S. J. Wren, Monte G. Boggs, Rt. 2, Philomath, Walter Dnerworth, Robert Fenner, Keith K. Boggs, Donald W. Madden, Philomath, Ore., E. H. Weddle, Philomath, Wullert's Market, Seth L. Gray, Dallus R. Cuthale, O. J. Lenhard, Elmer E. Patterson, Harold S. Meier, Hubert D. Hathaway, Wm. Hay, J. K. Graham, 200 West Main, Philomath, Leonard Hayes Wren, Ore., Luella Hayes.

RECEIVED
DEC 18 1953
FOR FILING

[illegible]

[illegible]

December 17, 1953

W. H. Shields Construction Co.
252 Taylor St.
Eugene, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4037, which was awarded to you on October 29, 1953 by the State Highway Commission, covering the Noon Bridge over Marys River on the Corvallis-Newport Highway in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF CHAS. H. REYNOLDS
P. O. BOX 898
LA GRANDE, OREGON

2101

4037

November 20, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sam,

I have received a letter from Sam Ellison and also a telephone call from another individual at Corvallis, all being in connection with the location of the Noon Bridge near Philomath.

I telephoned Dutch in this regard and he gave me the information he had and the reasons why the location could not be changed. But you might telephone me Monday and give me the full story in order that I might answer properly the letter that has been written in this connection.

Sincerely,

Chas.

Commissioner

NOTED
State Highway Engineer

CHR:lw

RECEIVED
NOV 23 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
FOR FILING

November 16, 1953

Mr. Sam Ellison
P. O. Box 464
Philomath, Oregon

Dear Sir:

Pursuant to my promise to you, the State Highway Department made a careful investigation of a proposed relocation of the Noon Bridge, moving the structure a short distance from its present location as per your request, after examining the maps.

The additional construction items to effect this change will cost $45,000. The additional right-of-way cost is estimated to be $4,000, making a total extra cost of $49,000. The Bridge Department estimates that there can be a saving of $3,000 by not moving the present bridge. This would make the net cost to the State $46,000. I can see no benefit to justify this cost and, therefore, cannot recommend to the Highway Commission that it be done.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. G. S. Paxson
Mr. Forrest Cooper

FORM E-30 37,500 4-53 80808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1953

SUBJECT:

To:

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir:

Pursuant to your instructions, I have had the matter of moving of the Noon Bridge some 50 or 60 feet southerly investigated and give you herewith report of costs and recommendation.

The construction items total $45,000. The right of way cost is $4,000, making a total of $49,000. The Bridge Department estimates a saving of $3,000 by moving the bridge. This would make the net cost to the State $46,000.

I can see no benefits that would justify this cost, and recommend that we proceed with the contract as awarded.

If you wish any additional details I shall be glad to supply them.

For your information, the gentleman that discussed this matter with you was Mr. Sam Ellison, P. O. Box 464, Philomath.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc G. S. Paxson

RECEIVED
NOV 13 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1953
FOR FILING

2-11-[illegible]

4037

November 2, 1953

W. H. Shields Construction Co.
252 Taylor Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on October 29, 1953 awarded to you State Highway Contract No. 4037 for construction of Noon Bridge on the Corvallis-Newport Highway in Benton County. This award was based on your bid of $47,537.32 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enclosure
cc: H. G. Smith
S. H. Probert
G. S. Paxson

W. M. Franzwa- SIAC

9

RECEIVED
FOR FILING
3-16-[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 15, 1954

~~(CONTRACT NO.)~~	(EST. NO.)	(CONTRACTOR)	
4038	2-final	MARK SMITH & CO.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2493	R-87335	$ 200.00	2/11/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Dec. 15, 1953

Time Extensions: None

Completion Date: Dec. 8, 1953

Date Accepted: Jan. 21, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-16-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: AAWicklander

RECEIVED
FOR FILING
3-1605

R. H. Baldock

February 8th, 1954

FINAL COST ANALYSIS

Canby Tree Removal and Trimming Project
Contract #4038
Mark Smith & Co., Contractor
Dale O. Haskins, Resident Engineer

Pacific Highway East
Prefix 3-1605

Item	Unit	Total Cost	Gross Revenue
Removing and Trimming Trees	All	$ 1,052.30	$ 930.80
Sale of Logs and Burls			25.11
		$ 1,052.30	$ 955.91

Total Cost	$1,052.30
Gross Revenue	955.91
Net Loss	$ 96.39

Net Loss Equals 10% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost

Labor:		
Labor	$ 662.40	
Labor Insurance	40.98	$ 703.38
Equipment Rentals, Supplies & Misc.:		
Equipment Rentals (Owned)	$ 137.00	
Hired Equipment	18.00	
Gas, Oil & Grease	94.50	
Bond	6.98	
P.L. & P.D. Insurance	8.28	
Small Tools, Supplies & Misc.	7.90	
Road Signs	17.76	
Concrete	8.00	
Home Office & General Overhead	50.50	348.92
Total Cost		$1,052.30

Detail of Cost

Labor:		
Labor	$ 662.40	
Labor Insurance	40.98	
		$ 703.38
Equipment Rentals, Supplies & Misc.:		
Equipment Rentals (Owned)	$ 137.00	
Hired Equipment	18.00	
Gas, Oil & Grease	94.50	
Bond	6.98	
P.L. & P.D. Insurance	8.28	
Small Tools, Supplies & Misc.	7.90	
Road Signs	17.76	
Concrete	8.00	
Home Office & General Overhead	50.50	
		348.92
Total Cost		$1,052.30

Remarks:

This was a "State Project" calling for the removal of 11 Oregon Big Leaf Maple trees and the trimming of 10 Oregon Big Leaf Maple trees and one Black Walnut tree. This project was bid and awarded October 29th, 1953, work started November 17th, 1953, and was completed December 4th, 1953.

The average size of the maple trees removed was 25 inches in diameter. The equipment used on this project consisted of one $1\frac{1}{2}$-ton flatbed truck, one old truck with power winch and one 3-foot chain saw. Three men worked approximately $13\frac{1}{2}$ days on this project.

The contractor, having a low bid and not being able to sell as many maple logs as anticipated due to nails and spikes in the logs, suffered a small loss from this project.

E. H. Clymer
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED
FEB 1 - 1954
FOR FILING

January 29, 1954

American Automobile Insurance Co.
Box 1531
Portland, Oregon

Gentlemen:

State Highway Contract No. 4038 for tree removal and trimming in Canby on the Pacific Highway East in Clackamas County was completed by the contractor, Mark Smith and Company, on December 8, 1953, and was formally accepted by the Highway Commission on January 21, 1954.

Final payment in the amount of $200.00 will be released to the contractor on or after February 8, 1954. The total contract amount is $930.80, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
1-29-54
md

md

cc - Mr. David W. Hansen
6840 S. W. Seventh Street
Portland, Oregon

RECEIVED
FOR FILING

[illegible]

4 . 7

December 21, 1953

American Automobile Insurance Company
St. Louis 2
Missouri

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Mark Smith & Company on contract No. 4038, covering tree removal and trimming project on the Canby Section of Pacific Highway East in Clackamas County.

This payment, in the amount of $730.80 will be released to contractor on or after December 31, 1953. The retained percentage is $200.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc
cc: American Automobile Insurance Co.,
David W. Hansen, Agent
6840 SW 7th Street
Portland, Oregon

NOTED ON CARD

12-[illegible]

RECEIVED
DEC 10 1953
FOR FILING

3-1605
4038

4695

8 December 1953

Mr. C. E. Johnson, Vice President
Canby Union Bank
Canby, Oregon

Dear Mr. Johnson:

In reply to your letter of 30 November, we are cognizant of the fact that the concrete sidewalk in front of your residence has been broken by the contractor trimming the tree.

As responsibility for all damages to existing installations rest with the contractor, negotiations are under way with him to repair the damage.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc - Mr. M. H. Astrup

Da December 2, 1953 ASSIGNMENT No. 4695

B vcw

Description: **Letter of November 30 by C. E. Johnson of Canby stating that the concrete sidewalk in front of his property was broken by contractors taking out the big maple tree**

Acknowledged by _____ Referred to ___Astrup ✓_______

Investigate and report with recommendation

xxx Investigation, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for ________________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 8 Dec 53 Report received ________

Remarks:

DIRECTORS
JOHN EID
B. J. BERG
C. E. JOHNSON

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

State Highway Department,
Salem, Oregon.

Gentlemen:

The contractors in taking out the big maple tree in front of my property, busted the concrete sidewalk in several places. I thought you ought to know this fact before the job is completed.

Yours very truly,

C E Johnson

FEDERAL DEPOSIT INSURANCE CORPORATION
$10,000 MAXIMUM INSURANCE FOR EACH DEPOSITOR
MEMBER

JOHN EID, PRESIDENT
C. E. JOHNSON, VICE PRESIDENT
CURTIS E. JOHNSON, JR., CASHIER

DIRECTORS
JOHN EID
S. J. BERG
C. E. JOHNSON

CANBY UNION BANK

CANBY, ORE.

PLEASE RETURN TO
W. C. WILLIAMS

November 30, 1953.

NOTED
W. C. WILLIAMS

State Highway Department,
Salem, Oregon.

Gentlemen:

The contractors in taking out the big maple tree in front of my property, busted the concrete sidewalk in several places. I thought you ought to know this fact before the job is completed.

Yours very truly,

C E Johnson

FEDERAL DEPOSIT INSURANCE CORPORATION
$10,000 MAXIMUM INSURANCE FOR EACH DEPOSITOR
MEMBER

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 4, 19

Section Canby Tree Removal & Trimming Project

Kind of work Removing and Trimming Trees

Highway Pacific East

Section prefix 3-1605

Contractor Mark Smith and Co.

Contract number ~~[illegible]~~ 4038

Date of contract Oct. 29, 1953.

Date of completion Dec. 15, 19

Date work started Nov. 17, 1953.

Estimated date of completion Dec. 10, 19

Amount of contract . . . . $ 930.80

Per cent of time elapsed 77

Estimated cost of completed project, exclusive of engineering . . . . $ 930.80

Per cent of contract completed, based on total contract price 95

Engineering cost to date $, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contract instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has completed all specified trimming. Work remaining to be done includes repair of sidewalk which was damaged by his operations, and any trimming, pruning or cleanup designated by the Engineer as necessary to complete the project.

NOTED
B. A. MARTIN

NOTED
FORREST COOPER

Signed Clyde Q. Haskins

Address Portland Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVIN
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TO
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants .....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING

RECEIVED
NOV 30 1953
FOR FILING

[illegible]

4038

November 27, 1953

Mark Smith & Co.
2351 Applegate Ave.
Klamath Falls, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4038 which was awarded to you on October 29, 1953 by the State Highway Commission, covering the Canby Tree Removal and Trimming Project on the Pacific Highway East in Clackamas County. This copy is for your files.

A copy of this contract is also being sent to the surety on your performance bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
NOV 12 19
FOR FILING

9/24/5
5 m

November 10, 1953

Hon. Howard C. Belton
State Senator
Route 1, Box 539
Canby, Oregon

Dear Senator Belton:

Sometime ago you discussed with Mr. R. H. Baldock the removal of some trees in the city of Canby which, you stated, were a public hazard. Mr. Baldock had the matter investigated by our Landscape Engineer, and the results were reported to the Highway Commission at its meeting in September. The Commission at that time authorized removal of some trees and the trimming of the remainder,and ordered the work done by contract.

At its meeting on October 29th the Commission received bids for the work involved, and awarded a contract to Mark Smith & Company, Klamath Falls, to remove eleven trees and to trim an additional eleven trees. The contract price was $930.80.

I thought you would like to have this information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

FORM E-30X 25M 9-51 47199

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
14 September 1953

SUBJECT: Tree Removal - Canby

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

A detailed investigation of the complaint of Mr. Belton discloses that a number of the subject trees are in poor physical condition; that one in front of Mr. Johnson's house has raised the sidewalk and that a few twigs of this same tree have touched his roof. The trees were originally planted too close together, there are some dead limbs noticeable, and the position of the residents that the trees are dangerous in storms is understandable. A severe ice storm would undoubtedly present a major hazard to traffic.

Consequently, it is recommended that approximately half of the trees be close cut to the ground and that the remainder be topped about one third to reduce their height. It is further recommended that this be done by private sources as the Highway Department does not have the equipment nor the trained men to do this type of work.

An estimate of $1760.00 has been obtained from Riley Stevens in Portland. His estimate includes the close cutting of eleven trees, the trimming of eleven trees and removal of dead wood therefrom, and the disposal of all cut wood. A detailed listing of the work by trees, starting at the south end of the project and numbering them consecutively north, is attached.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA vjl
Encl.

FORM E-30X 25M 3-51 47190

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
14 September 1953

SUBJECT: Tree Removal - Canby

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

A detailed investigation of the complaint of Mr. Belton discloses that a number of the subject trees are in poor physical condition; that one in front of Mr. Johnson's house has raised the sidewalk and that a few twigs of this same tree have touched his roof. The trees were originally planted too close together, there are some dead limbs noticeable, and the position of the residents that the trees are dangerous in storms is understandable. A severe ice storm would undoubtedly present a major hazard to traffic.

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Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA vjl
Encl.

TREES TO BE TRIMMED OR REMOVED AT CANBY

14 September 1953

Starting at the south end of the project and numbering the trees consecutively —

1. Trim
2. Trim
3. Remove. Tree is in poor health and interferes with sight distance.
4. Trim
5. Remove. Tree is damaging the sidewalk and overhangs house roof. Owner requests this tree be removed.
6. Trim
7. Remove

8 and 9. Remove both. Trees are in poor health and contain considerable rotten wood.

10. Trim
11. Remove
12. Trim
13. Remove. Tree in very poor condition.
14. Trim
15. Remove
16. Trim

17, 18 and 19. Remove all. All in poor physical condition and ruined by side trimming for power lines.

20 and 21. Trim

22. Trim. This is a black walnut in front of residence 185. Cut out lower limbs infringing on private property. House occupant does not desire tree removed.

RECEIVED
NOV 2 1953
FOR FILING

[illegible]

4-38

November 2, 1953

Mark Smith & Company
155 E. Main
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission on October 29, 1953 awarded to you State Highway Contract No. 4038 for tree removal and trimmin project on the Pacific Highway East in Canby in Clackamas County. This award was based on your bid of $930.80 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM

ma
Enclosure

cc: H. G. Smith
S. H. Probert
G. S. Paxson

Mark Astrup

RECEIVED
FOR FILING

2-16-[illegible]

[illegible]

5 m

September 16, [illegible]

Oregon State Highway Commission

Gentlemen:

We have had many complaints as to hazard of some 22 large trees on the State's highway right of way in the city of Canby. Recently Senator Howard Belton called this office and requested that something be done, as he was of the opinion that a hazard did exist.

This matter has been carefully investigated by Mr. Astrup, Landscape Engineer, and he advises that the trees are a hazard and contain dead limbs, which are apt to fall, particularly during icy conditions, and that the trees are much too close together. He advises that in the interests of safety at least one-half of the trees should be close cut at the ground line and that the remainder be cut back one-third to reduce their height. The estimated cost of performing this work is $1,[illegible]. Inasmuch as it has been indicated to us that these trees do result in an element of hazard and our own investigation confirms the possible hazard, I recommend that we cut one-half the trees and trim the remainder as recommended by Mr. Astrup.

This matter will be on the next agenda, and, if you approve the work we will perform the same by contract as a minor betterment project.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. W. W. Stiffler
Mr. C. H. Maison
Mr. M. H. Astrup

WCW:me lg

BFI-303(10) Barbur Blvd.-Boones Ferry 1953
Road Unit Structures
#4039

RECEIVED
JUL 25 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 21, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4039	17-Final	United Builders, Inc.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
13624	R-127647	$ 13,293.94	7/21/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1954

Time Extensions: to June 30, 1955 with penalty after 4/30/55

Completion Date: June 3, 1955

Date Accepted: June 30, 1955

Penalties: An extension of time penalty is of record

Claims: None of record

Remarks:

Date: 7-22-55

To the Accounting Division:

Release of the above warrant is hereby authorized

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUL 22 1955
Ruth Rawlings

NOTED ON CARD

RECEIVED
JUL 11 1955
FOR FILING

BF1-3-3(10)
4-1

July 11, 1955

United Builders, Inc.
P. O. Box 211
Beaverton, Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 30 had under discussion your request for an extension of time from September 30, 1954 to June 30, 1955 within which to complete your contract No. 4039. for constructing the Barbur Blvd.-Boones Ferry Road Unit Structures on the West Portland-Hubbard Highway in Clackamas and Washington Counties.

The Highway Commission granted your request for extension of time to June 30, 1955, with the understanding that you will be penalized for all engineering expense after April 30, 1955. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JUN 30 1955
FOR FILING

611-303(M)
4039

June 29, 1955

CERTIFIED MAIL

Peerless Casualty Co.
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4039 for construction of structures on the Barbur Blvd.-Boones Ferry Road Unit of the West Portland-Hubbard Highway in Clackamas and Washington Counties was completed by the contractor, United Builders, Inc., on June 3, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $13,293.94 will be released to the contractor after acceptance by the Commission. The total contract amount is $173,424.67 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

F

RECEIVED
JUN 27 1955
FOR FILING

4039

June 24, 1955

Request for extension of time
No. 2
June 30 and July 1 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Barbur Boulevard-Boones Ferry Road
Unit Structures, Contract No. 4039

United Builders, Inc., contractor for the construction of the Barbur Boulevard-Boones Ferry Road Unit Structures on the West Portland-Hubbard Highway, has requested an extension of time from September 30, 1954, to June 30, 1955, in which to complete this contract.

The special provisions for this contract stated that the grading at the site of the Upper Boones Ferry Road Undercrossing would be completed by November 1, 1953. This was done, and the contractor was able to proceed with the construction of the structure. The contract also stated that the grading at the Haines Road Undercrossing would be completed and the site made available to the bridge contractor by November 1, 1953. This work was not done until July 13, 1954. The bridge contractor started work at this site on July 19, 1954. The contract also stated that the grading at the Bonita Road Undercrossing would be completed and the site made available to the bridge contractor by June 30, 1954. This work was completed on June 8, 1954, and the bridge contractor started work on June 11, 1954.

As the Haines Road structure site was made available to the bridge contractor just three weeks ahead of the date specified, he could not work on more than one structure during the first seven months. As we feel that this contractor was delayed approximately seven months by the grading contractor's operations, it is recommended that a time extension be granted to June 30, 1955, with the understanding that the contractor will be penalized for all engineering expense after April 30, 1955. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHS/ds
Attached

RECEIVED
APR 12 1955
FOR FILING

Salem, Oregon
April 5, 1955

Barbur Boulevard-Boones
Ferry Road Section

Mr. G. W. Harra

NOTED
W. C. WILLIAMS

Herewith a set of the paving and grading plans for the Barbur Boulevard-Boones Ferry Road Unit of the Portland-Salem freeway. There has been an alarming amount of pavement failure in this section of highway which was completed last fall. We will make as complete an investigation as is practical to determine the cause or causes of these pavement failures.

Several features of the project which might have a bearing suggest themselves:

1. The sections in which pavement failures have been most common are those which were laid late last fall. I would suggestthat we show on the attached plans the date on which each section of pavement was laid both as to base and top course. If the time of year has anything to do with the failures, there are two apparent possibilities, the first being that the trouble is due to cold weather and the second that the length of time which elapsed between the placing of the base and the top course allowed a film of mud to form on the base which prevented bonding together of the two layers.

2. I note on the typical sections on Sheet 2-A that the outside lanes are partially over the ditch alongside the old pavement. This ditch probably did not run continuously through the project. If we can correlate the pavement failures with the presence of this old ditch, it may be that insufficient compaction in the ditch was at least partially the cause of failure. This ditch might also provide a place for seepage which would keep the subgrade soft.

3. A portion of the inside lanes was apparently laid directly on the existing pavement. The pavement failure should be located in relation to the old pavement to determine whether the failures have occurred over this old pavement or are confined to the widened section of the road.

4. We should determine whether the pavement failures are in the traveled lanes or in the oiled shoulders where the Type O-11 oiled macadam was used.

5. A check of the inspector's records should be made to show the quality of the base course and of the pavement itself in relation to the areas in which pavement failure has occurred.

NOTED
G. S. PAXSON

RECEIVED
APR 12 1955
FOR FILING

Salem, Oregon
April 5, 1955

Barbur Boulevard-Boones
Ferry Road Section

Mr. G. W. Harra

NOTED
W. C. WILLIAMS

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2. I note on the typical sections on Sheet 2-A that the outside lanes are partially over the ditch alongside the old pavement. This ditch probably did not run continuously through the project. If we can correlate the pavement failures with the presence of this old ditch, it may be that insufficient compaction in the ditch was at least partially the cause of failure. This ditch might also provide a place for seepage which would keep the subgrade soft.

3. A portion of the inside lanes was apparently laid directly on the existing pavement. The pavement failure should be located in relation to the old pavement to determine whether the failures have occurred over this old pavement or are confined to the widened section of the road.

4. We should determine whether the pavement failures are in the traveled lanes or in the oiled shoulders where the Type 0-11 oiled macadam was used.

5. A check of the inspector's records should be made to show the quality of the base course and of the pavement itself in relation to the areas in which pavement failure has occurred.

NOTED
G. S. PAXSON

6. The inspector on the job should be interviewed and notes made of any special conditions which existed in the construction that might have a bearing on the problem.

The above are possibilities that are apparent in looking over the plans. If you think of any other features that might be pertinent, I would like to go over them with you.

G. S. Paxson

GSP:gm
Attach.

RECEIVED
DEC 7 - 53
FOR FILING

[illegible]

[illegible]

December 3, 1953

United Builders, Inc.
P. O. Box 211
Beaverton, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4039, which was awarded to you on October 29, 1953 by the State Highway Commission, covering Barbur Boulevard-Boones Ferry Road Unit Structures on the West Portland-Hubbard Highway in Clackamas and Washington Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV [illegible] 1953
FOR FILING

4139

November 2, 1953

United Builders, Inc.
P.O. Box 211
Beaverton, Oregon

Gentlemen:

The State Highway Commission on October 29, 1953 awarded to you State Highway Contract No. 4139 for construction of Barbur Boulevard-Boones Ferry Road Unit structures on the West Portland-Hubbard Highway in Clackamas and Washington Counties. This award was based on your bid of $175,366.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa-SIAC

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 14, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project BFI-303(10), Barbur Boulevard-Boones Ferry Road (structures) on the West Portland- Hubbard Highway.

This is to authorize your advertising for bids. Approval of the plans and authorization for advertising are given, subject to your making any corrections on the plans found necessary upon completion of the detailed review.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

24-1607 Salem Traffic Signals. 1953

#4040

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 19, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4040	3-final	Steeck Elec. Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7321	R-92164	$ 1,148.51	4/16/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Feb. 28, 1954

Time Extensions: to April 15, 1954

Completion Date: March 24, 1954

Date Accepted: April 1, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-19-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 19 1954
aaw

NOTED ON CARD
4-19-54 g

RECEIVED

FOR FILING

[illegible]

[illegible]

April 9, 1954

Steeck Electric Co.
119 North Stephens
Roseburg, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on April 1, 1954, had under discussion your request for an extension of time from February 28 to April 15, 1954 within which to complete your contract No. 4040, for installing Salem Traffic Signal in Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: J. D. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

C. [illegible]. Paxson,
Assistant State Highway Engineer

RECEIVED
APR [illegible] 1954
FOR FILING

April 8, 1954

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4040 for installing Salem Traffic Signal on the Pacific Highway in Marion County was completed by the contractor, Steeck Electric Co., on March 24 and was formally accepted by the Highway Commission on April 1, 1954.

Final payment in the amount of $1,148.51 will be released to the contractor on or after April 19, 1954. The total contract amount is $9,987.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
P. E. Fowler, Agent
Equitable Bldg.
Portland, Oregon

Recorded

RECEIVED
MAR [illegible] 1954
FOR FILING

34 - [illegible]

March 23, 1954

Request for extension of time
No. 4
April 1 and 2 meeting

Oregon State Highway Commission

Gentlemen:

Re: Salem Traffic Signal Installation
Contract No. 4040

Herewith a request for an extension of time from February 28, 1954, to April 15, 1954, in which to complete the work on the Salem Traffic Signal Installation, Steuck Electric Company, contractor.

All work was completed on the installation of these traffic signals, and the traffic signals were in operation before the specified completion date. Inclement weather has delayed the painting of the steel poles.

It is recommended that this extension of time be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/ds

Attached

RECEIVED
DEC 7 - 53
FOR FILING

19-1119

December 3, 1953

Steeck Electric Co.
119 N. Stephens
Roseburg, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded by the State Highway Commission on October 29, 1953, as follows:

Contract No. 4040, for installing traffic signal in Salem on the Pacific Highway in Marion County.

Contract No. 4044, for installing traffic signal in Tigard on the Pacific Highway in Washington County.

These are for your files.

Copies of the two above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
FOR FILING
14-1607
4/10

November 2, 1953

Steeck Electric Co.
119 N. Stephens Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on October 29, 1953 awarded to you State Highway Contract No. 4040 for installation of Salem traffic signals on the Pacific Highway in Marion County. This award was based on your bid of $9,967.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enclosure

cc: H. G. Smith
G. S. Paxson
S. H. Probert
W. M. Franzwa-SIAC

FORM E-30X 25M 3-51 47199

24-1617

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. G. WILLIAMS

Salem, Oregon
October 30, 1953

4-43

SUBJECT: Readjustment of Signals and Illuminated Signs on One-Way Grid Salem

To: W. O. Widdows
Assistant Maintenance Engineer
Highway Shops

With the installation of the one-way grid in Salem, certain of the vehicle signals and illuminated, overhead, one-way signs became unnecessary. Due to the change in direction of travel, it is desirable to install additional one-way signs on existing span-wires. Mr. Baldock has requested that this work be done at an early date.

The High and Chemeketa Streets intersection will require the installation of two new signs. At the remaining intersections existing signs may be removed and re-installed in the proper location. In all cases the existing signs will have the correct direction on the arrow. The estimated cost is $200 for material and $150 for labor or a total of $350. Mr. J. H. Davis, City Engineer, Salem, will purchase the two overhead illuminated signs to be used at the intersection of High and Chemeketa Streets at a cost of $69 each. This leaves a total outlay of $212, and we are requesting Mr. I. A. DeFrance through copy of this letter to issue a work order to cover this.

It would be appreciated if you could complete this work at an early date as the need for the realignment of signs and signals is quite desirable. Further, Mr. Baldock has requested that this change be made at an early date.

The following table indicates the location and changes required at each location:

Commercial and Ferry Streets
Remove vehicle signal and overhead "one-way" sign facing east.
Re-install overhead "one-way" sign on the south spanwire.

Liberty and Ferry Streets
Remove vehicle signal and overhead "one-way" sign facing east.
Re-install "one-way" sign on north spanwire.

High and Chemeketa Streets
Remove vehicle signal facing south.
Remove vehicle signal facing west.
Install overhead, illuminated, "one-way" sign (left arrow) on west spanwire.
Install overhead, illuminated, "one-way" sign (right arrow) on south spanwire.

FORM E-30X 25M 3-51 47199

24-1601

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

W. E. WILLIAMS

4040

Salem, Oregon
October 30, 1953

SUBJECT: Readjustment of Signals and Illuminated Signs on One-Way Grid Salem

To: W. O. Widdows
Assistant Maintenance Engineer
Highway Shops

With the installation of the one-way grid in Salem, certain of the vehicle signals and illuminated, overhead, one-way signs became unnecessary. Due to the change in direction of travel, it is desirable to install additional one-way signs on existing span-wires. Mr. Baldock has requested that this work be done at an early date.

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The following table indicates the location and changes required at each location:

Commercial and Ferry Streets
Remove vehicle signal and overhead "one-way" sign facing east.
Re-install overhead "one-way" sign on the south spanwire.

Liberty and Ferry Streets
Remove vehicle signal and overhead "one-way" sign facing east.
Re-install "one-way" sign on north spanwire.

High and Chemeketa Streets
Remove vehicle signal facing south.
Remove vehicle signal facing west.
Install overhead, illuminated, "one-way" sign (left arrow) on west spanwire.
Install overhead, illuminated, "one-way" sign (right arrow) on south spanwire.

Liberty and Chemeketa Streets
Remove vehicle signal and overhead "one-way" sign facing west.
Re-install "one-way" sign on north spanwire.

Commercial and Chemeketa Streets
Remove vehicle signal and overhead "one-way" sign facing west.
Re-install "one-way" sign on south span.

F. B. Crandall
Traffic Engineer

JAH:as

cc - I. A. DeFrance
J. H. Davis, City Engineer, Salem
W. C. Williams ✓

RECEIVED
OCT [illegible] 1953
FOR FILING

24-11-1

4910

October 23, 1953

Mr. Alfred Mundt, City Recorder
City Hall
Salem, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Salem covering conversion of traffic signals in the central business district of Salem.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
OCT 28 1953
FOR FILING

file

24-10.1

4010

MISC. CONTRACTS and
AGREEMENTS No. 511

October 23, 1953
Salem, Oregon

Mr. John W. Cattrall
City & County Relations Dept
Office

Attached is a conformed copy of an agreement with the City of Salem covering the conversion of traffic signals in the central business district of Salem.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Salem, Oregon.

Yours very truly,

Secretary

rn
Attach: 1

FORM E-20 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Glaisyer

Attached are three copies of an agreement covering conversion of traffic signals in the central business district of Salem.

Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

NOTED
W. C. WILLIAMS

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 7-22-53 Minute page 9
Floyd Query
asst. Secretary

The cost to the state appears to be somewhat less in the agreement than as shown in the minutes.

[illegible] (at 4496) [illegible]

RECEIVED
OCT 9 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING
FORM E-30X 25M 11-50 44702

24-1[illegible]

[illegible]

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 4, 1953

SUBJECT: Preparation of State-City Agreement
Proposed Conversion of Traffic Signals
Salem

To: C. W. Enfield
Chief Counsel
Legal Department
Office

At its meeting on July 22, 1953, the State Highway Commission approved conversion of the existing pedestal type traffic signals in the central business district of Salem to the far-overhead standard. Will you please prepare the necessary State-City agreement.

It is planned to let this installation to contract at the September meeting of the State Highway Commission. To accomplish this, it is necessary for the agreements to be in the hands of City Officials prior to the Council meeting September 14th. Thus, it will be appreciated if you will expedite preparation of the agreements.

In the way of material to be included in the agreement, I offer the following:

1. The highway involved is the Pacific Highway East, No. 1E, US99E which in this section of Salem is routed via a one-way street couplet with Liberty Street carrying northbound and Commercial Street southbound traffic.

2. It is planned to convert the existing pedestal type traffic signals to the far-overhead, corner wait-walk type at the following intersections:

   Pacific Highway East - No. 1E - US99E
      Commercial Street and Court Street
      Commercial Street and State Street
      Liberty Street and Court Street
      Liberty Street and State Street
   City Streets
      High Street and Court Street
      High Street and State Street

   Plans for the installation are being prepared and will be completed in time for insertion into the agreements.

3. The total cost of the installation is estimated to be $11,500.00. The detailed itemization of cost is outlined in Item 5.

4. The State shall make the installation, either with its own forces or by contract, and in the first instance pay all costs thereof. The final cost shall be shared by the City and the State as outlined in Item 5 below.

5. The City shall pay all costs of extra length of poles and for transformer bases for those poles which will be used jointly for traffic signals and street luminaires as shown on the plans. The City shall further assume two-thirds of the cost of the basic traffic signal installation and the State one-third. This latter division of costs which is at variance with the usual 50-50 division is occasioned by the fact that the State and City will share the cost of the four intersections on Commercial and Liberty Streets, which are on the State highway system, equally, while the City must bear all of the cost of the two intersections on High Street, which are at the intersection of two City streets. The City shall be credited with $400.00, which is 50% (State's share) of the cost of existing poles at the intersection of Court and Liberty Streets. The City, when returning the signed agreements, shall submit its certified check for $7,650.00. The following tabulation summarizes the various increments of cost comprising the total project, as well as the several parts thereof:

a. Total Cost of All Work to be Done	$ 11,500
b. Extra Cost to be Borne 100% by City for extra length poles and transformer bases	$ 1,150
c. Net Cost of Traffic Signal Contract to City and State	$ 10,350
d. One-third Basic Cost - State's Share	$ 3,450
e. Two-thirds Basic Cost - City's Share	$ 6,900
f. Credit due City for Poles in Place at Court and Liberty Streets	$ 400
g. City Deposit = Item e. plus Item b. less Item f.	$ 7,650

6. The City shall maintain the signals after installation and pay for all electric energy consummed. The City shall not make any changes in the timing program without prior approval in writing from the State.

7. It is agreed between the two parties concerned that at such time as the material installed under this agreement is in need of replacement, the cost of such replacement shall be shared on the same basis as the original installation.

8. The City shall enact and submit with the signed agreements an ordinance or resolution establishing a one-way street grid in that section of the City where the intersections which are proposed for signalization lie.

9. At those points where joint traffic signal and street luminaire poles are installed the City agrees to remove the existing luminaire poles and to reinstall the luminaires on the poles to be installed under this agreement at no expense to the State.

If, after preparation, you will submit the agreements to this office through Mr. Williams' office, we will check them and care for further processing.

F B Crandall
F. B. Crandall
Traffic Engineer

VJ:jl
cc - W. C. Williams ✓
J. W. Cattrall

RECEIVED
[illegible] 1953
FOR FILING

24 - 1[illegible] 1

4010

July 24, 1953

Mr. J. L. Franzen
City Manager
Salem, Oregon

Dear Sir:

I am pleased to advise you that the State Highway Commission, at a special meeting on July 22, approved conversion of the corner-type traffic signals at four downtown street intersections on the route of US99E to the standard overhead walk-wait type. Our Traffic Engineering Division will work out with you the arrangements necessary to permit our calling for bids for the installations. In the same call for bids, we will include the additional signals you wish to install on city streets not on the state highway system.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me fp

RECEIVED
1953
FOR FILING

34-[illegible]

4049

July 21, 1953

Oregon State Highway Commission

Gentlemen:

On the one-way street routing of 99E through the city of Salem there are four street intersections at which the old type of corner traffic signal post is still in use. These corner intersection signals are difficult for motorists to see and are not interconnected to provide for progression. The same condition existed in Eugene, and you recently approved the conversion of the corner type of signal to the standard overhead [illegible] type.

The City of Salem is requesting that these signals be converted, and the estimated cost is $9,200, which would be a cost of $4,600 each to the City and the State.

This matter will be on the next agenda, and I recommend that you approve conversion of the signals, with the State to share fifty-fifty with the City in the cost of the conversion, with the City committed to furnish electrical energy and maintain the signals after the conversion.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall
Mr. C. H. Maison

WCW:me fp

Authorize [illegible] of existing corner-type to
type signals at four intersections in Salem
standard [illegible] type, estimated cost
$9200 to be paid [illegible]

AGENDA
[illegible] 53

4-C

S+C

Mr. Williams

By State Highway Engineer

I presume you are ready to proceed as soon as you can get the jobs ready for letting. Please prepare a note to Mr. Franzen for my signature.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The matter of converting the existing pedestal-type signal in the Salem business district to the far overhead wait-walk standard, the following intersections are being considered; High and State Streets, Liberty and State Streets, Commercial and State Streets, High and Court Streets, Liberty and Court Streets, Commercial and Court Streets.

In accordance with the letter from Mr. W. C. Williams to Clyde A. Warren of June 12th, the estimated cost of the conversion would be $2,300.00 per intersection, and that at least three of these intersections would require an additional cost of $250.00 per intersection for the installation of extra length signal poles and transformer type bases.

It is also understood that at four of these intersections, namely Liberty and State Streets, Commercial and State Streets, Liberty and Court Streets, Commercial and Court Streets that the State would furnish half of the cost for the installation of the above named intersections.

This matter was presented to the City Council at their last meeting, and approval was obtained. We are, therefore, now ready to proceed with these installations.

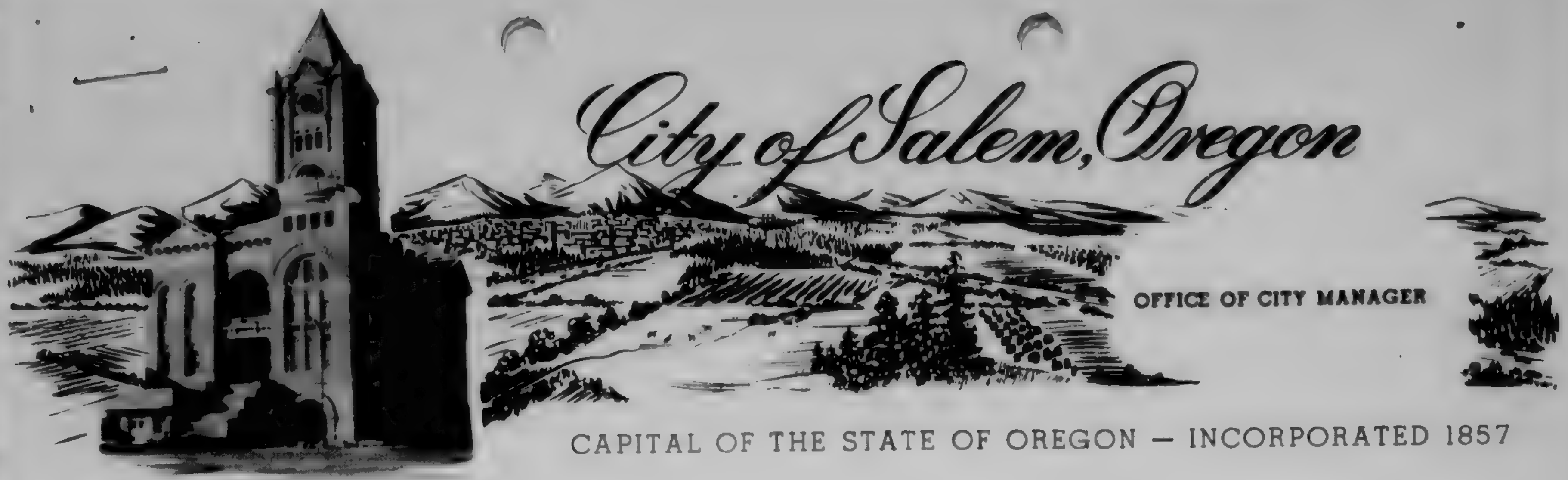
Yours truly,

J. L. Franzen

J. L. Franzen
City Manager

RECEIVED

JLF:np



City of Salem, Oregon
OFFICE OF CITY MANAGER
CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

July 16, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Mr. Williams
I presume you are ready to proceed as soon as you can get the jobs ready for letting. Please prepare a note to Mr. Franzen for my signature.

Dear Sir:

The matter of converting the existing pedestal-type signal in the Salem business district to the far overhead wait-walk standard, the following intersections are being considered; High and State Streets, Liberty and State Streets, Commercial and State Streets, High and Court Streets, Liberty and Court Streets, Commercial and Court Streets.

In accordance with the letter from Mr. W. C. Williams to Clyde A. Warren of June 12th, the estimated cost of the conversion would be $2,300.00 per intersection, and that at least three of these intersections would require an additional cost of $250.00 per intersection for the installation of extra length signal poles and transformer type bases.

It is also understood that at four of these intersections, namely Liberty and State Streets, Commercial and State Streets, Liberty and Court Streets, Commercial and Court Streets that the State would furnish half of the cost for the installation of the above named intersections.

This matter was presented to the City Council at their last meeting, and approval was obtained. We are, therefore, now ready to proceed with these installations.

Yours truly,

J. L. Franzen

J. L. Franzen
City Manager

JLF:np

RECEIVED
FOR FILING

Salem, Oregon
June 16, 1953

Memorandum to Mr. Williams:

In your absence, Mr. Franzen, Salem City Manager, called this morning relative to your letter dated June 12 to the attention of Clyde Warren, Chief of Police, with respect to the conversion of traffic signals to the "Walk - Wait" and far overhead standard in the Salem business district.

I believe the above involves six intersections - two each on High, Liberty, and Commercial Streets - and five of which are on highway routes.

Will you please advise Mr. Franzen tomorrow, without fail, as to the extent, if any, of participation by the Highway Department in the total estimated conversion cost.

W. W. Stiffler

WWS:er

RESERVED FOR FILING

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1953

SUBJECT:

To: Memorandum to Mr. Williams:

In your absence, Mr. Franzen, Salem City Manager, called this morning relative to your letter dated June 12 to the attention of Clyde Warren, Chief of Police, with respect to the conversion of traffic signals to the "Walk - Wait" and far overhead standard in the Salem business district.

I believe the above involves six intersections - two each on High, Liberty, and Commercial Streets - and five of which are on highway routes.

Will you please advise Mr. Franzen tomorrow, without fail, as to the extent, if any, of participation by the Highway Department in the total estimated conversion cost.

W W Stiffler

W. W. Stiffler

NOTED
W. C. WILLIAMS

WWS:er

Mr Franzen advised we will recommend to commission that state pay 50% of cost of conversion of signals on state Highway ($9200 - $4600 each to city + state) - city to pay any extra costs of higher poles for luminaire units

W.C.W.

RECEIVED
FOR FILING

June 12, 1953

Mr. Clyde A. Warren
Chief of Police
Salem, Oregon

Dear Sir:

Approximately two weeks ago you contacted Mr. Crandall in regard to cost estimates covering the conversion of the existing pedestal-type signals in the Salem business district to the far overhead corner wait-walk standard. The controllers at the six intersections concerned were replaced under the last signal contract in Salem and are suitable for use with the standard installation. Also, the existing signal heads could be rebuilt for wait-walk and far overhead vehicle type signals.

It is estimated that the conversion cost would be $2300 per intersection. In addition, it would be desirable to have joint traffic signal luminaire poles at at least three intersections. At these intersections there would be an additional cost of $250 per intersection to cover removal of existing poles and bases and installation of extra length signal poles and of transformer type bases.

It is trusted that the information included above will be sufficient for your consideration. If this office can be of any further service to you, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

VJ:jl me

CC Mr. J. L. Franzen
Mr. F. B. Crandall

26-3406 Sylvan Maintenance Bldg. 1973

#4041

RECEIVED
APR 16 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 9, 1954

11 - [illegible]

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4041	5-final	BURGER CONSTR. CO	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6785	R-91631	$ 1,657.60	4/9/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: April 30, 1954

Time Extensions: None

Completion Date: March 23, 1954

Date Accepted: April 1, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-12-54

Held for expiration of surety notice to 4/15

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer

H. B. Glaisyer
Secretary

Warrant Mailed: APR [illegible]
daw

NOTED ON CARD
4-15-54

RECEIVED
APR 6 1954
FOR FILING

April 5, 1954

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4041 for construction of Sylvan Maintenance Building addition in Multnomah County was completed by the contractor, Burger Construction Co., March 23 and was formally accepted by the Highway Commission April 1, 1954.

Final payment in the amount of $1,657.60 will be released to the contractor on or after April 15, 1954. The total contract amount is $19,616.67 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 30 1953
FOR FILING

26-3411

1-41

November 27, 1953

Burger Construction Company
3335 N. E. 53rd Ave.
Portland, 13, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4041 which was awarded to you on October 29, 1953 by the State Highway Commission, covering the construction of the Sylvan Maintenance Building Addition in Multnomah County. This copy is for your files.

A copy of this contract is also being sent to the surety on your performance bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
FOR FILING
[illegible]

4041

November 2, 1953

Burger Construction Co.
Box 5067
Portland 13, Oregon

Gentlemen:

The State Highway Commission on October 29, 1953 awarded to you State Highway Contract No. 4041 for construction of an extension to the Sylvan Maintenance Building in Multnomah County. This award was based on your bid of $19, 174.67 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
G. S. Paxson
S. H. Probert
W. M. Franzwa- SIAC

30-3414 Athena Maintenance Bldg. 1973

#4042

30-3411 Antenna Maintenance Bldg. 1953

#4042

RECEIVED
AUG 18 1954
FOR FILING

August 4, 1954

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms, Manager

Gentlemen:

We have received a letter from the State Industrial Accident Commission in which they write that Loree Building Service owes them $1,494.75 in unpaid contributions on State Highway Contract No. 3983 for the Moon Creek and John Day River Bridges on the John Day Highway in Grant County; also, that the Accident Commission has a claim in the sum of $49.57 for unpaid contributions on Contract No. 4042 for construction of a maintenance building in Athena.

This information is provided as your company appears as surety on the two contracts mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:mdm

cc - Loree Building Service
Box 31
La Grande, Oregon

8-4-54

RECEIVED
AUG 18 1954
FOR FILING

August 4, 1954

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms, Manager

Gentlemen:

We have received a letter from the State Industrial Accident Commission in which they write that Loree Building Service owes them $1,474.75 in unpaid contributions on State Highway Contract No. 3983 for the Moon Creek and John Day River Bridges on the John Day Highway in Grant County; also, that the Accident Commission has a claim in the sum of $40.57 for unpaid contributions on Contract No. 4042 for construction of a maintenance building in Athena.

This information is provided as your company appears as surety on the two contracts mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

cc - Loree Building Service
Box 31
La Grande, Oregon

8-4-54

Lewis

July 29, 1954

State Industrial Accident Commission
Public Service Building

Attention: H. E. Osborn, Assistant Commissioner

Gentlemen:

We have your letter of July 27 in which it is stated that the Industrial Accident Commission has the following claims against Loree Building Service:

Noon Creek & John Day River, #3983,	$1,474.75
Richland Maintenance Building, #3886,	?
Athena Maintenance Building, #4042,	$ 49.57

Although it is not an important matter, it will aid us in filing in our contract records, if a separate letter could be written for each claim.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mm

NOTED ON CARD
7-31-54

STATE OF OREGON
State Industrial Accident Commission
Salem
July 27, 1954

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission, has a claim for contributions in the sum of $49.57 against the bond taken from U. S. Fidelity and Guaranty Company on State Highway Contract #4042 known as the Athena Maintenance Building, Umatilla County; a claim for $1,474.75 against the bond taken from U.S. Fidelity and Guaranty Company on State Highway Contract #3983 known as the Moon Creek and John Day River Bridges, Grant County; and a claim against the bond taken from Massachusetts Bonding Company on State Highway Contract #3886 known as the Richland Maintenance Building, Baker County, because of the failure of Mr. Melvin C. Loree, dba Loree Building Service to pay the contributions due.

We understand that these contracts have now been completed.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

/s/ H. E. Osborn
H. E. Osborn
Assistant Commissioner

COPY

HEH:hg
REGISTERED
cc-U.S. Fidelity & Guaranty Company
201 Pacific Trust Building
Portland, Oregon

-Massachusetts Bonding Company
Lumbermens Building
Portland, Oregon

NOTED ON CARD
7-27-54

RECEIVED
FILING

30-340

4042

UNITED STATES FIDELITY AND GUARANTY COMPANY
GEORGE C. BOTTOMS, MANAGER
PORTLAND OFFICE
SUITE 201, PORTLAND TRUST BUILDING
319 S. W. WASHINGTON STREET, PORTLAND 4, OREGON

TELEPHONE: BROADWAY 0464

LOTUS M. CONSER
ASSOCIATE MANAGER

JOSEPH A. BOYCE
SUPERINTENDENT OF CLAIMS

July 13, 1954

REFERENCE TO OUR CLAIM FILE NUMBER EXPEDITES HANDLING OF CLAIM.

Oregon State Highway Department
Salem, Oregon

Re-54-S-211
Principal-Loree Building Service
Obligee-State of Oregon

Attention: Mr. H. B. Glaisyer, Secretary

F. QUERY

Gentlemen:

We wish to thank you for your letter of June 16, 1954 addressed to us on the above caption, relating to State Highway contract number 4042.

We note your records are complete and refer to monies due or to become due having been assigned to the United States Fidelity and Guaranty Company and a final payment in the amount of $1,152.67 will be made when the work is accepted by the Commission.

This will confirm your records with relation to the assignment and that the final payment should come to this office as have all progress payments subsequent to the date of the referred to assignment.

Thanking you for your co-operation, we remain

Sincerely yours,

Jos. A. Boyce
Supt. of Claims

JAB:vm
CC/ Home Office, Surety, C. P. Bundy

ON CARD

RECEIVED
1954
OREGON
STATE HIGHWAY COMMISSION

U. S. F. & G.

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 7, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4042	5-final	Loree Building Service	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13163	R-98048	$4,152.67	7/6/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1954

Time Extensions: none

Completion Date: June 5, 1954

Date Accepted: June 23, 1954

Penalties: none

Claims: No unsatisfied claims on record

Remarks: Surety requests all warrants for this job be forwarded to Jos. A. Boyce, Supt. of Claims, Suite 201, Portland Trust Bldg. Portland 4, Oregon.

this pay't was held temporarily by us at Ed Gardner's request until today —
EW

Date: 7-8-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 12 1954

NOTED ON CARD

Williams

4042

NOTED
W. C. WILLIAMS

COPY

MORGAN TRUCK SERVICE, Inc.
Main Office
3 Flags Highway
John Day, Oregon

June 17, 1954

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query

Gentlemen:

In reference to your letter of June 2, 1954 regarding unpaid freight charges by Loree Building Service, La Grande, Oregon we wish to advice you that they made payment of these charges June 7, 1954.

The total amount as paid by Loree Building Service was $12.14.

We wish to thank you very much for your services.

Respectfully yours,

Morgan Truck Service, Inc.

/s/ Earle C. Anderson
Earle C. Anderson

EA:ea

(Contract No. 4042)

RECEIVED
FOR FILING

Mrs Lewis
For record

June 16, 1954

U. S. Fidelity and Guaranty Company
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

State Highway Contract No. 4042 for construction of a maintenance building in Athena, Umatilla County, was completed by the contractor, Loree Building Service, assigned to the U. S. Fidelity and Guaranty Company, on June 5, 1954, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,152.67 will be released to the contractor after acceptance by the Commission. The total contract amount is $11,051.95, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

NOTED ON CARD
6-16-54

RECEIVED
MAY 20 1954
FOR FILING

[illegible] - 3111

[illegible]

May 19, 1954

United States Fidelity and Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

We have received a copy of a letter written by the Tum-A-Lum Lumber Company of Walla Walla addressed to the Secretary of State. They write as follows:

"This is to advise you that our claim for materials furnished to Loree Building Service, Box 310, La Grande, Oregon, for use on State Highway Dept., Building in Athena, Oregon, has been paid in full."

This pertains to State Highway Contract No. 4042, and the information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:md

cc - Loree Building Service
Box 310
La Grande, Oregon

[illegible]

5-19-54

RECEIVED
MAY 20 1954
FOR FILING

Files

[illegible]

[illegible]

May 19, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: Mr. George C. Stephens

Dear Sir:

Thank you for your letter of May 18th to which was attached a copy of a letter from Tum-A-Lum Lumber Company advising that their claim against Loree Building Service for materials furnished on the Athena Building has been paid in full.

This claim pertains to Contract No. 4042.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:md

NOTED ON CARD
[illegible]

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

May 18, 1954

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We are enclosing a copy of a letter received from Tum-A-Lum Lumber Company, advising that their claim for materials furnished to Doree Building Service, for use on State Highway Dept. building in Athena, Oregon, has been paid in full.

This information is for your records and files.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By
Clerk
Records Division

[illegible]F:M
Enc.

RECEIVED
MAY 19 1954
OREGON
STATE HIGHWAY COMMISSION

CARD
5-18-54

COPY**

General Office
TUM-A-LUM LUMBER COMPANY
215 North Third Street
Walla Walla, Washington

May 17, 1954

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

This is to advise you that our claim for materials furnished to Loree Building Service, Box 310, La Grande, Oregon, for use on State Highway Dept., Building in Athena, Oregon, has been paid in full.

Very truly yours,

Tum-A-Lum Lumber Co.

T. C. CORNETT

Credit Manager

TC:GE

RECEIVED
1954
FOR FILING

4042

Lewis

April 30, 1954

Mr. W. Talbot Sinclair, Manager
U. S. Fidelity & Guaranty Company
201 Portland Trust Building
Portland, Oregon

Dear Mr. Sinclair:

Attached is a copy of a claim which has been filed with the Secretary of State by Tum-A-Lum Lumber Company against Loree Building Service for building material furnished in construction of the Athena Maintenance Building, Contract No. 4042. The claim is in the amount of $944.03.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:jmc

cc: Karl H. Doerre
1112 Cascade Building
Portland 4, Oregon

Loree Building Service
Box 310
LaGrande, Oregon

NOTED ON CARD
4-30-54

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

April 29, 1954

4042

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from the [illegible] Lumber Company, [illegible] Third Street, Walla Walla, Washington, [illegible] dated as of April 26th, a notice of [illegible] the [illegible] Company, [illegible] materials furnished in the amount of $994.0[illegible], against [illegible] for the [illegible] in [illegible], Oregon, for the State Highway Department. [illegible] File No. [illegible].

We are enclosing [illegible] copies of the claim for your information and filing.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By [illegible]
Clerk, [illegible] Division

AW:K
Enc. 3

Copies sent 4-30-54 to
Commissioners
R. H. Baldock
W. C. Williams

RECEIVED
APR 30 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED ON [illegible]

4-29-54

General Office

TUM-A-LUM LUMBER COMPANY

215 North Third Street

Walla Walla, Washington

April 23, 1954

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned Tum-A-Lum Lumber Company has a claim for Building material furnished in the amount of $994.03, against the bond taken from Loree Building Service, Box 310, La Grande, Oregon, (bonding company unknown,) for the work of building a highway garage in Athena, Oregon, for the State Highway Department.

Yours very truly,

TUM-A-LUM LUMBER CO.

T. C. CORNETT

T. C. Cornett
Credit Manager

TC: GE

ENDORSED
File No. 3451
Filed April 26, 1954.
EARL T. NEWBRY, Secretary of State.

RECEIVED
[illegible] 3 1954
FOR FILING

20-3411

404[illegible]

Lew

April 30, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol Building
Salem, Oregon

Attention: Mr. George C. Stephens
Clerk, Notarial Division

Gentlemen:

Thank you for your letter of April 29, 1954 to which was attached three copies of a claim filed with your office by Tum-A-Lum Lumber Company against Loree Building Service. The claim is in the amount of $994.03 in connection with construction of the Athena Maintenance Building, Contract No. 4042, and bears your file No. 3451.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:jmc

NOTED ON CARD
4-30-54

RECEIVED
APR 27 1954
FOR FILING

[illegible]

4042

April 23, 1954

Mr. W. Talbot Sinclair, Manager
United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Dear Mr. Sinclair:

We have received a letter from Cake, Jaureguy & Hardy, attorneys at law, representing Mercer Steel Company, Inc., in which they write as follows:

"Re: State Highway Contract No. 4042, Loree Building Service. . . .

"Please be advised that this claim in the amount of $126 has been paid in full, and therefore, Mercer Steel Co., Inc., has no claim against Loree Building Service contract on the above State Highway contract number. . . . "

The job referred to is for construction of a maintenance building at Athena.

This information is provided as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Loree Building Service
Box 310
La Grande, Oregon

NOTED ON CARD
4-23-54

RECEIVED
FOR FILING

Lewis

[illegible]

4042

April 23, 1954

Cake, Jaureguy & Hardy
Attorneys at Law
1220 Equitable Building
Portland 4, Oregon

Attention: Mr. Harold B. Hutchinson

Gentlemen:

Thank you for your letter of April 22nd stating that your client, the Mercer Steel Co., has been paid in full for their claim against Loree Building Service on State Highway Contract No. 4042. This claim was in the amount of $126.00.

We will notify the surety and the contractor that the claim has been paid.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

4-23-54

CAKE, JAUREGUY & HARDY
ATTORNEYS AT LAW
1220 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 1323

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
HAROLD B. HUTCHINSON
DWIGHT L. SCHWAB
DENTON G. BURDICK, JR.
JOHN H. BUTTLER
JONATHAN U. NEWMAN
ROBERT C. WALL

April 22, 1954

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: State Highway Contract No. 4042
Loree Building Service

We are attorneys for Mercer Steel Co., Inc., a subcontractor under the above State Highway contract.

On March 12, 1954, we forwarded to you a statement of claim, filed under Chapter 279 O.R.S.

Please be advised that this claim in the amount of $126 has been paid in full, and therefore, Mercer Steel Co., Inc., has no claim against Loree Building Service contract on the above State Highway contract number.

If there is any additional documentation required for the release of the interest of Mercer Steel Co., Inc., we shall be pleased to furnish the same at your request.

Yours very truly,

CAKE, JAUREGUY & HARDY

Harold B. Hutchinson
Harold B. Hutchinson

HBH:tg

cc
United States Fidelity
& Guaranty Co.

RECEIVED
APR 23 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
4-22-54

CAKE, JAUREGUY & HARDY
ATTORNEYS AT LAW
1220 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 1323

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
HAROLD B. HUTCHINSON
DWIGHT L. SCHWAB
DENTON G. BURDICK, JR.
JOHN H. BUTTLER
JONATHAN U. NEWMAN
ROBERT C. WALL

April 22, 1954

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: State Highway Contract No. 4042
Loree Building Service

We are attorneys for Mercer Steel Co., Inc., a subcontractor under the above State Highway contract.

On March 12, 1954, we forwarded to you a statement of claim, filed under Chapter 279 O.R.S.

Please be advised that this claim in the amount of $125 has been paid in full, and therefore, Mercer Steel Co., Inc., has no claim against Loree Building Service contract on the above State Highway contract number.

If there is any additional documentation required for the release of the interest of Mercer Steel Co., Inc., we shall be pleased to furnish the same at your request.

Yours very truly,

CAKE, JAUREGUY & HARDY

Harold B. Hutchinson
Harold B. Hutchinson

HBH:tg

cc
United States Fidelity
& Guaranty Co.

RECEIVED
APR 23 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

4-23-54

RECEIVED
MAR 23 1954
FOR FILING

[illegible]

[illegible]

Mrs Lewis

March 19, 1954

Cake, Jaureguy & Hardy
Attorneys at Law
1220 Equitable Building
Portland 4, Oregon

Gentlemen:

This is to acknowledge receipt of a notice of claim by Mercer Steel Company against Loree Building Service on State Highway Contract No. 4042. The claim is in the amount of $126.00.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

noted

CAKE, JAUREGUY & HARDY
ATTORNEYS AT LAW
1220 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 1323

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
HAROLD B. HUTCHINSON
DWIGHT L. SCHWAB
DENTON G. BURDICK, JR.
JOHN H. BUTTLER
JONATHAN U. NEWMAN
ROBERT C. WALL

March 12, 1954

Oregon State Highway Commission
Salem, Oregon

Attention Mr. Glaisyer, Secretary

Gentlemen:

We are forwarding herewith for your information a copy of notice of Mercer Steel Co., Inc. as a claim against the bond of Lease Building Service under Oregon State Highway Contract No. 4042. We have heretofore filed this notice with the Secretary of State.

We would appreciate receiving your acknowledgment of this notice.

Very truly yours,

CAKE, JAUREGUY & HARDY

Harold B. Hutchinson
Harold B. Hutchinson

HBH:dp
Enclosure

[illegible]

RECEIVED
MAR 15 1954
OREGON
STATE HIGHWAY COMMISSION

NOTICE

To: STATE OF OREGON
OREGON STATE HIGHWAY COMMISSION
EARL T. NEWBRY, Secretary of State

Notice is hereby given that the undersigned, MERCER STEEL CO. INC., an Oregon corporation, claimant, has a claim for reinforcing steel stock bars in the sum of One Hundred Twenty Six Dollars ($126.00) against the bond taken from Loree Building Service, LaGrande, Oregon, as principal, and United States Fidelity & Guaranty Company, 201 Portland Trust Building, Portland, Oregon, as surety, for the work on the Athena Maintenance Building for the Oregon State Highway Commission on Oregon State Highway Contract #4042.

Dated at Portland, Oregon, this 11th day of March, 1954.

MERCER STEEL CO., INC.
By ____________________
Treasurer

This notice is filed pursuant to the provisions of Chapter 279, Oregon Revised Statutes.

CAKE, JAUREGUY & HARDY
ATTORNEYS AT LAW
1220 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 1323

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
HAROLD B. HUTCHINSON
DWIGHT L. SCHWAB
DENTON G. BURDICK, JR.
JOHN H. BUTTLER
JONATHAN U. NEWMAN
ROBERT C. WALL

March 12, 1954

Oregon State Highway Commission
Salem, Oregon

Attention Mr. Glaisyer, Secretary

Gentlemen:

We are forwarding herewith for your information a copy of notice of Mercer Steel Co., Inc. as a claim against the bond of Lerce Building Service under Oregon State Highway Contract No. 4042. We have heretofore filed this notice with the Secretary of State.

We would appreciate receiving your acknowledgment of this notice.

Very truly yours,

CAKE, JAUREGUY & HARDY

Harold B. Hutchinson
Harold B. Hutchinson

HBH:dp
Enclosure

[illegible]

RECEIVED
MAR 15 1954
OREGON
STATE HIGHWAY COMMISSION

noted

RECEIVED
MAR 23 1954
FOR FILING

4042

Lewis

March 19, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

This is to acknowledge receipt of three copies of a claim filed with the your office by Mercer Steel Company, Inc., against Loree Building Service on State Highway Contract No. 4042. The claim is in the amount of $126.00 and bears your file No. 3445.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
3-19,54

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

March 17, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We received and filed as of March 15th, a notice of claim by Mercer Steel Company, Inc., for material furnished in the sum of $146.00 against the bond taken from Loree Building Service, as principal, and United States Fidelity and Guaranty Company, surety for work on the Athena Maintenance Building, Highway Contract No. 4044, our file No. 3445.

Three copies of the notice are enclosed for your information and files. Kindly acknowledge receipt of the copies for our records,

Very truly yours,

EARL T. NEWBRY
Secretary of State

By
Records Division

E:L

ENCS.

RECEIVED
MAR 18 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

3-17-54

RECEIVED
MAR 23 1954
FOR FILING

[illegible]

4042

March 19, 1954

United States Fidelity and Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. W. Talbot Sinclair, Manager

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Mercer Steel Company, Inc., against Loree Building Service for steel stock bars furnished in construction of the Athena Maintenance Building, State Highway Contract 4042. The claim is in the sum of $126.00.

We provide this information inasmuch as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAJ:md
Attach.

cc - Loree Building Service
Box 310
La Grande, Oregon

NOTED ON CARD
3-19-54

NOTICE

To STATE OF OREGON
OREGON STATE HIGHWAY COMMISSION
EARL T. NEWBRY, Secretary of State

Notice is hereby given that the undersigned, Mercer Steel Co.,Inc., an Oregon Corporation, claimant, has a claim for reinforcing steel stock bars in the sum of One Hundred Twenty Six Dollars ($126.00) against the bond taken from Lowe Building Service, LaGrande, Oregon, as principal, and United States Fidelity & Guaranty Company, [illegible]01 Portland Trust Building, Portland, Oregon, as surety, for the work on the Athena Maintenance Building for the Oregon State Highway Commission on Oregon State Highway Contract #4042.

Dated at Portland, Oregon, this 11th day of March, 1954.

MERCER STEEL CO., INC.
By [illegible] MERCER
Treasurer

This notice is filed pursuant to the provisions of Chapter 279, Oregon Revised Statutes.

ENDORSED:

File No. 3445
Filed, March 15, 1954
EARL T. NEWBRY, Secretary of State

RECEIVED
JAN 15 1954
FOR FILING

30-2411

4042

Mrs Lewis

January 13, 1953
Salem, Oregon

Mr. C. H. Maison

I hand you herewith an executed duplicate copy of an assignment of claim given by the Loree Building Service to the United States Fidelity and Guaranty Company of all monies due the Loree Building Service from the State of Oregon in connection with State Highway Contract No. 4042 , construction of the Athena Maintenance Building, Umatilla County. This copy is for transmittal to the Secretary of State for his use in preparing future warrants in connection with this job.

The warrants when recdived from the Secretary of State should be forwarded to the United States Fidelity and Guaranty Company, care of Mr. Boyce, 401 Portland Trust Building, Portland 4.

I have retained the original of this assignment for the Commission files. It will be attached to the original.contract.

Secretary

HBG:ehr

Mr. Query: Attached hereto is the original of the assignment mentioned above. Please have Mrs. Lewis record it on the dard for this job and file it with the contract.

HBG

1-13-53

RECEIVED
JAN 18 1954
FOR FILING

[illegible]

January 12, 1954

Mr Karl H. Doerre, Superintendent
Fidelity and Surety Department
United States Fidelity and Guaranty Company
Suite 201, Portland Trust Building
319 S. W. Washington Street
Portland 4, Oregon

Dear Mr. Doerre:

This is to acknowledge receipt of your letter of January 8, 1954 in which you request that the State Highway Commission withhold all further payments to the Loree Building Service in connection with State Highway Contracts No. 3983 for construction of the John Day and Noon Creek Bridges, and No. 4042 for construction of the Athena Maintenance Building. We shall be glad to comply with your request.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

UNITED STATES FIDELITY AND GUARANTY COMPANY
GEORGE C. BOTTOMS, MANAGER
PORTLAND OFFICE
SUITE 201, PORTLAND TRUST BUILDING
319 S. W. WASHINGTON STREET, PORTLAND 4, OREGON

TELEPHONE: BROADWAY 0464

LOTUS M. CONSER
ASSOCIATE MANAGER

JOSEPH A. BOYCE
SUPERINTENDENT OF CLAIMS

January 8, 1954

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Re: Loree Building Service

Dear Mr. Glaisyer:

Confirming our telephone conversation of today, we would appreciate it if you would withhold any payments to M. C. Loree, dba Loree Building Service, of LaGrande, Oregon, on the following contracts:

John Day and Noon Creek Bridge - Contract #3983 - As there is an amount owing of $11,967.28 and a retained percentage of $3,294.37, we would appreciate it if you would withhold any payment until you are advised otherwise by this office.

Athena Maintenance Building - Contract #4042 - Please withhold any payments on this contract, and, as you have advised no work has been started, payments have not been made on this job. For the time being, however, we would appreciate it if you would withhold any payments should any be earned until we advise to the contrary.

The reason for this action is that we have received demands on the John Day and Noon Creek bridge job for unpaid material bills, and, until we have an opportunity to discuss this matter with the contractor, we desire that all payments on contracts that our company has bonded be withheld until we advise. If any request for assignment of any of the above payments or payments to become due should be made, we would appreciate it if you would withhold honoring such assignment until you have obtained the consent of our company.

Thank you kindly for your consideration.

Yours very truly,

Karl H. Doerre

Karl H. Doerre, Superintendent
Fidelity and Surety Department

ACKNOWLEDGED
H. B. GLAISYER

KHD/jf

U. S. F. & G.

RECEIVED
DEC 18 1953
FOR FILING

2 -111

4042

December 17, 1953

Loree Building Service
Box 310
La Grande
Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4042, which was awarded to you on October 29,1953 by the State Highway Commission, for construction of the Athena Maintenance Building in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

[illegible]
FOR FILING

30 - 3411

4042

November 2, 1953

Loree Building Service
Box 310
La Grande, Oregon

Gentlemen:

The State Highway Commission on October 29, 1953 awarded to you State Highway Contract No. 4042 for construction of Athena Maintenance Building in Umatilla County. This award was based on your bid of $11,000.70 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Enclosure

cc: H. G. Smith
G. S. Paxson
S. H. Probert
W. M. Franzwa-SIAC

RECEIVED
FOR FILING

30-3411

4043

Salem, Oregon
May 26, 1953

Mr. I. A. De France

Reference is made to your report under date of May 21 as to the location and design details for the construction of a masonry block equipment storage building at Athena, Oregon, the total cost of which is estimated at $9,720.

W. W. Stiffler

cc Mr. G. S. Paxson

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1953

SUBJECT: Proposed new building at Athena

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Herewith sketch map showing the Athena Maintenance Headquarters site showing both the location of the existing shed and a proposed new building. The proposed building is to be a standard masonry block maintenance building to consist of a shop unit similar to that constructed in Heppner, and two storage bays. As you will note, the building is to be located in the northeast corner of the property 4' from each fence line facing south.

At Heppner we constructed a 36' deep shop unit and reduced the cold storage bays to 32'. Mr. Stephenson points out however, that the cost of the offset in the foundation and roof lines more than offset the cost of making the entire unit 36' deep. For this reason we are showing the proposed building 36' deep and 53'4" wide with 1-14' uplift door in the shop unit and 12' uplift doors in the storage bays. Water main, power line and sewer are all located adjacent with the lot and should be connected by the contractor. The floor elevation will be established about 6" above the present surface at the ~~west~~ South east. corner of the building.

The existing building at Athena is old and will eventually require replacing but with the proposed building can be utilized for storage for several years.

The cost of the proposed building is estimated as follows:

1920 Sq. ft. at $4.50 per sq. ft. (no septic tank is required)	$8,640
Plus 12½% for contingencies and Engineering	1,080
Total	$9,720

NOTED
W. W. STIFFLER

There will be some adjustemnt of driveways which will make the total cost $10,000.

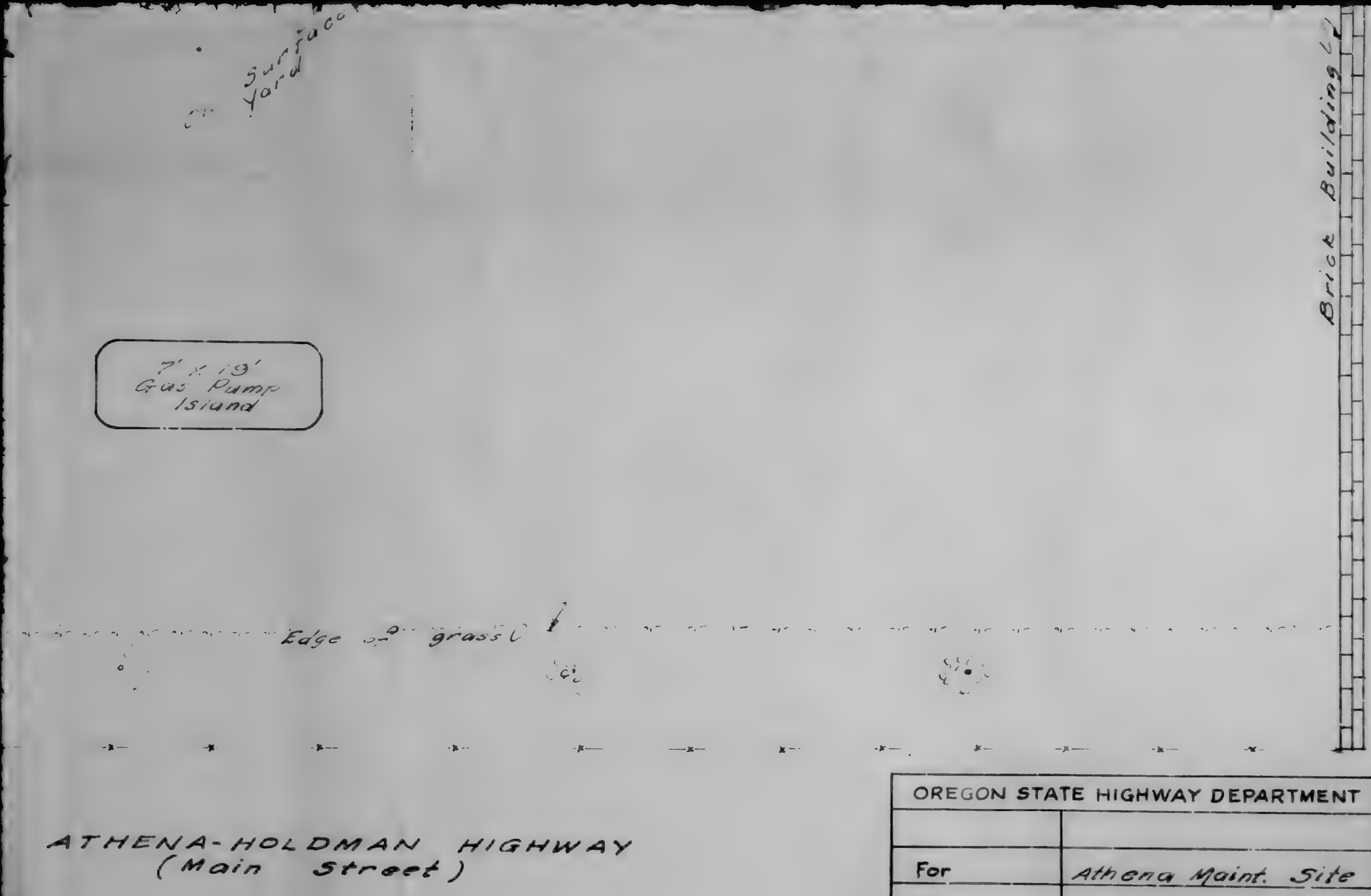
The budget item set up for this project was $7,000 however, Mr. Parson suggests that the necessary additional funds be transferred from the item in the budget for Burns which project he recommends be held up pending a decision on his recommendation to transfer the district maintenance headquarters office to Ontario.

If the above plan meets your approval the attached copy of this letter and of the map may be forwarded to Mr. Paxson who can proceed with the preparation of plans.

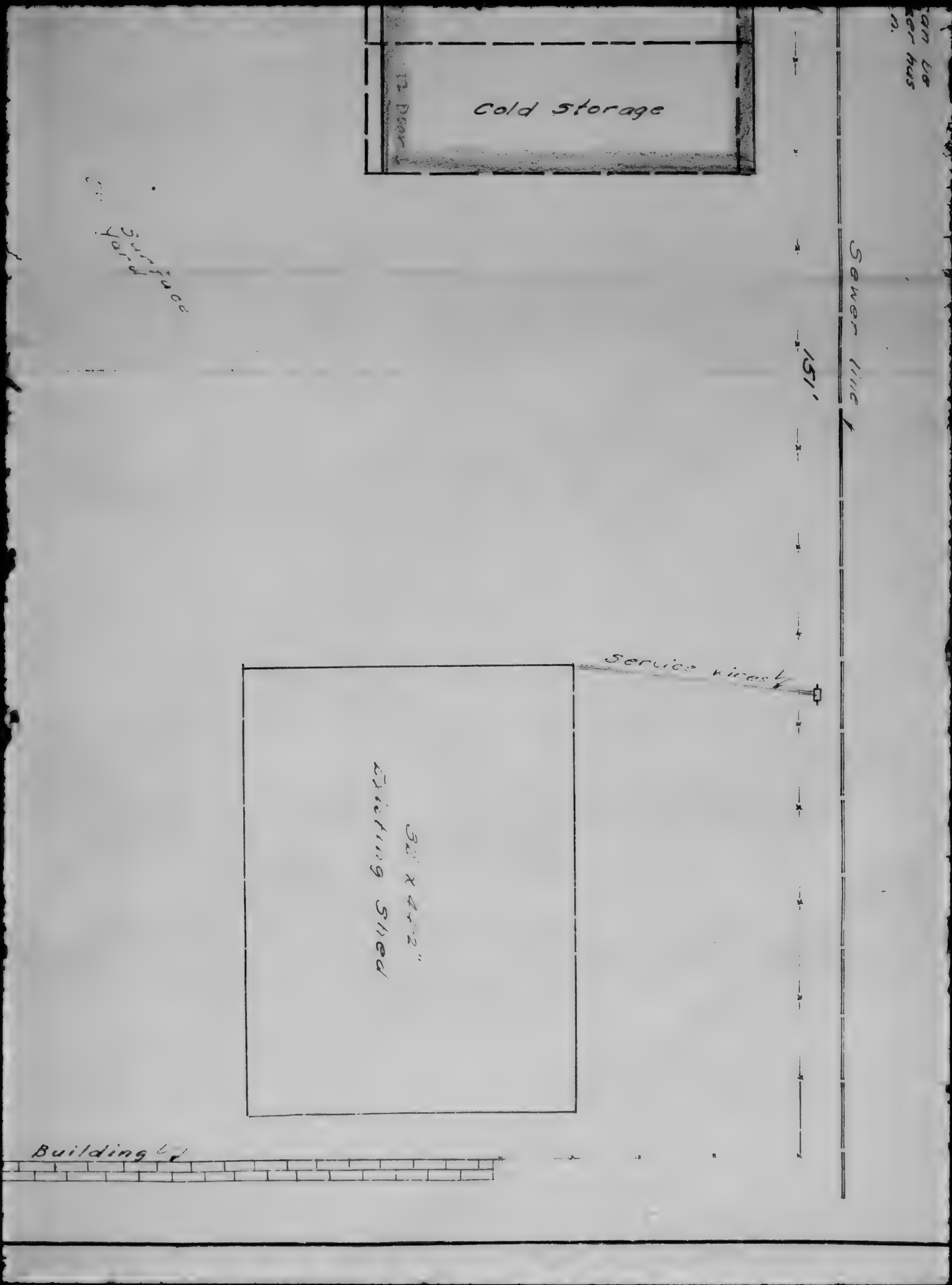
Very truly yours,

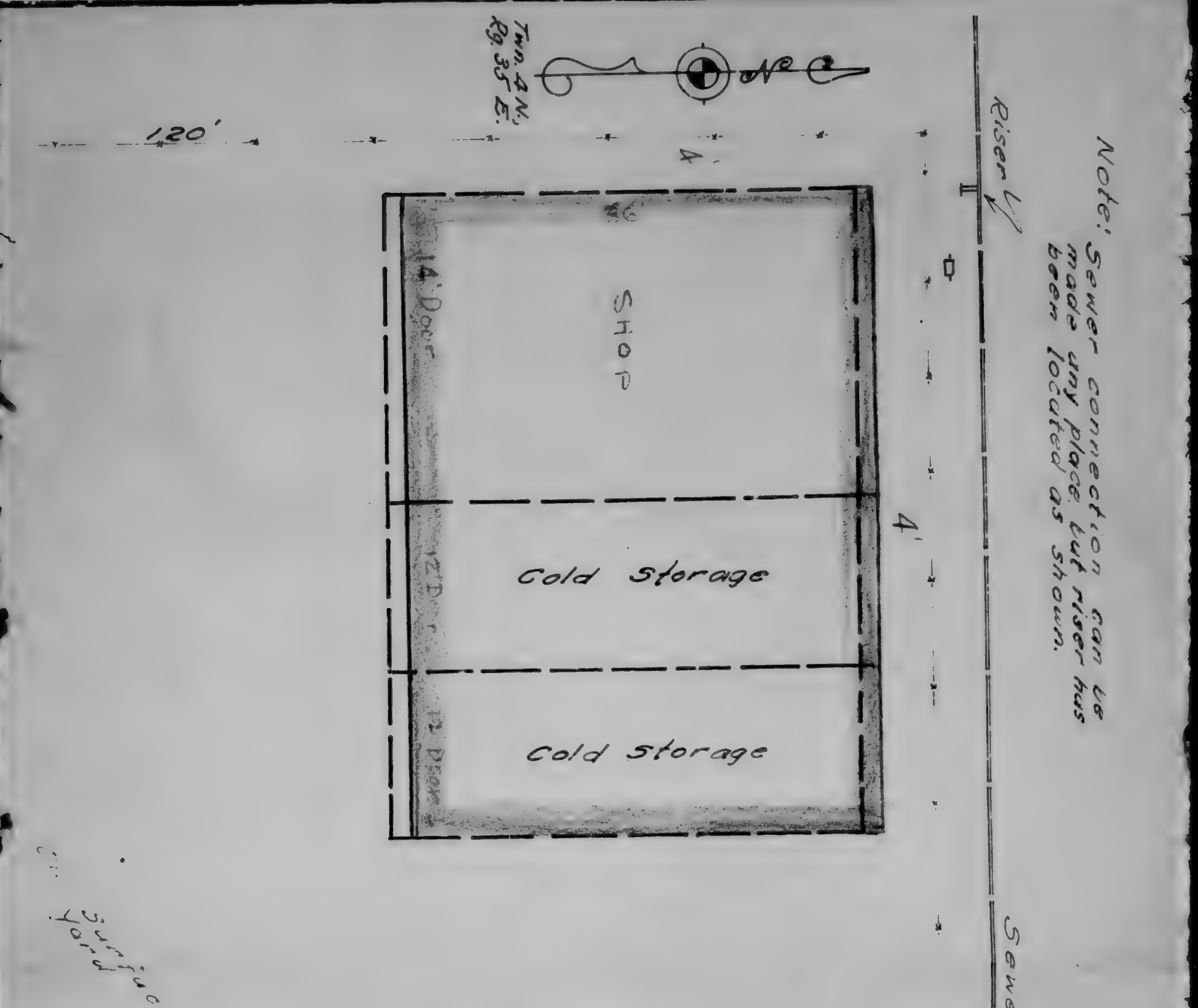
LAD:db
cc- G. S. Paxson

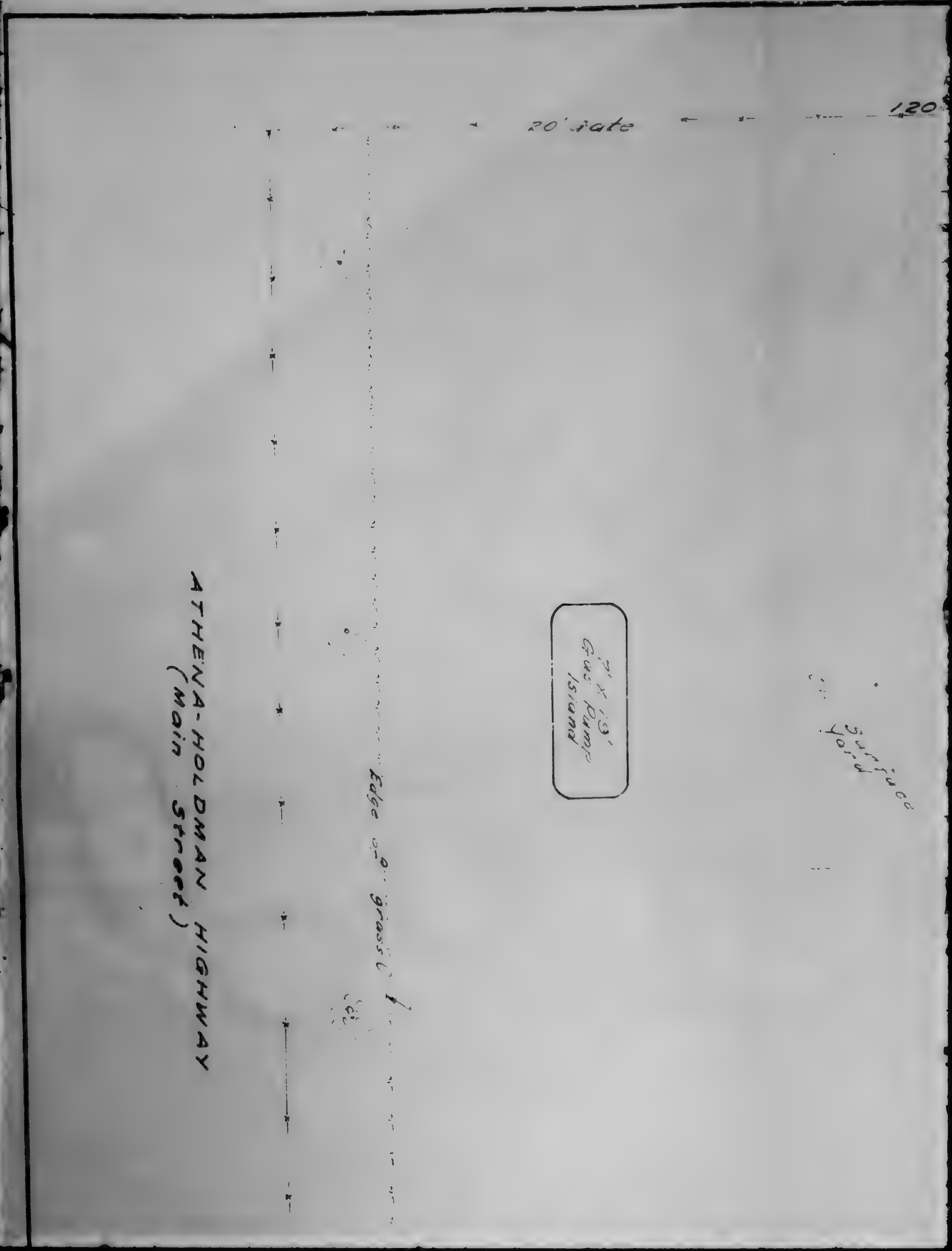
L. A. DeFrance
Assistant Maintenance Engineer



OREGON STATE HIGHWAY DEPARTMENT	
For	Athena Maint. Site
Highway	Oregon-Washington
County	Umatilla
Scale: 1"= 10'	Date May 1953


an be
er has
n.
12 Door
Cold Storage
Surface
yard
Sewer line
151'
Service wires
32' x 42'2"
Existing Shed
Building


Twn. 4 N.
Rg. 35 E.
N
120'
4'
Riser
Note: Sewer connection can be made any place but riser has been located as shown.
SHOP
14' Door
Cold Storage
12' Door
Cold Storage
12' Door
4'
Surface Yard
Sewer line
151'
Service wires


120'
20' gate
7' x 19'
Gas Pump
Island
Surface
yard
Edge of grass
ATHENA-HOLDMAN HIGHWAY
(Main Street)

F-313(1) North Plains Jct. Grade 1953
Separation Structure
44013

FOR FILING

(1)

(CONTRACT NO.) 4043

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 16, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4043	5-final	LIND & MARR	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13901	R-99061	$ 3,650.71	7/15/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1954

Time Extensions: None

Completion Date: May 28, 1954

Date Accepted: June 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-19-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Lloyd Query
ass't Secty

Warrant Mailed: JUL 19 1954

7-19-54

RECEIVED
FOR FILING

June 30, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 4043 covering the North Plains Junction Grade Separation on the Wilson River Highway in Washington County was completed by the contractor, Lind & Warr, on May 28, 1954 and was formally accepted by the Highway Commission on June 23, 1954.

Final payment in the amount of $3,650.71 will be released to the contractor on or after July 10, 1954. The total contract amount is $38,738.31 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc. Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
6-30-54

RECEIVED
DEC 7 - 53
FOR FILING

[illegible]

4043

December 3, 1953

Lind & Marr
210 Belvidere Place
Beaverton, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4043, which was awarded to you on October 29, 1953 by the State Highway Commission, covering the North Plains Junction Grade Separation on the Wilson River Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

November 2, 1953

Lind & Marr
210 Belvidere Place
Beaverton, Oregon

Gentlemen:

The State Highway Commission on October 29, 1953 awarded to you State Highway Contract No. 4043 for construction of North Plains Junction Grade Separation Structure in Washington County. This award was based on your bid of $39,752.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enclosure
cc: H. G. Smith
G. S. Paxson
S. H. Probert
W. M. Franzwa-SIAC

34-1623 Tigard Traffic Signals. [illegible]

[illegible]

RECEIVED
APR 29 1955
FOR FILING

April 29, 1955

Mr. J. P. Stapleton, Manager
Portland Claim Division
Maryland Casualty Company
404 Equitable Building
Portland 4, Oregon

Dear Mr. Stapleton:

Just received is your letter of April 28 concerning final payment to Steeck Electric Company in the amount of $544 in connection with its contract with the State Highway Commission for installation of a traffic signal in the town of Tigard.

Our letter to your home office referred to in the first paragraph of your letter was dated March 29, 1955, a copy of which went to your office. At the time that letter was written the Highway Commission still owed Steeck Electric Company $544; however, we did not state we were withholding final payment because of the claim of Econolite Corporation, but we did say that we were withholding payment of the final amount until the State Highway Commission had formally accepted the job. The contract was formally accepted by the Highway Commission at its meeting on April 13, 1955. On April 18, 1955 we received a letter from the Econolite Corporation (dated April 13, 1955) advising that their claim against Steeck Electric Company had been paid in full. The final amount of $544 was mailed to Steeck Electric Company from this office on April 20, 1955. So far as the State Highway Department is concerned, the records have been closed on the subject since April 20, 1955.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

MARYLAND CASUALTY COMPANY
STEWART McDONALD, CHAIRMAN OF THE BOARD
WILLIAM T. HARPER, PRESIDENT

PORTLAND CLAIM DIVISION
J. P. STAPLETON, MANAGER
404 EQUITABLE BUILDING PORTLAND 4, OREGON

April 28, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

You recently again advised our Home Office that the final payment in the amount of $544.00 to Mr. Herman Steeck has not been released in view of the fact that there was a pending claim against the Econolite Corporation which was never withdrawn.

Subsequent to the receipt of your letter, we again contacted the Econolite Corporation and I attach a copy of their letter of April 13, 1955, confirming that the Steeck Electric Company has paid all the money due for materials on the job we bonded.

Very truly yours,

JP Stapleton
J. P. Stapleton,
Manager

JPS:ja
Enc.

RECEIVED
APR 29 1955
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

ECONOLITE
CORPORATION
Traffic Control and Lighting
Division
8900 Bellanca Avenue
Los Angeles 45, Cal.

April 13, 1955

Maryland Casualty Company
404 Equitable Bldg.
Portland 4, Oregon

Att'n: Mr. J. P. Stapleton

Subject: 54-38 Steeck Electric Company

Dear Mr. Stapleton:

This will confirm our letter of October 15, 1954, in which we stated that the Steeck Electric Company had paid to us all the money due for materials furnished for traffic signal installation on Pacific Highway in Washington County, Oregon Job 7843.

Very truly yours,

Econolite Corporation
W. E. Norton, Secretary-Treas.

cc: Mr. Glaisyer
Maryland Cas. Co.

RECEIVED
APR 19 1955
FOR FILING

FORM S-120 50M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 19, 1955

Stoeck Electric Co.
119 N. Stephens
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on April 13 had under discussion your request for an extension of time, from July 30, 1954 to March 31, 1955, within which to complete your contract No. 4044, covering Tigard Traffic Signal installation on the Pacific Highway West in Washington County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

John Petty,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
APR 20 1955
FOR FILING

April 19, 1955

Maryland Casualty Co.
Baltimore 3, Maryland

Gentlemen:

We have received a carbon copy of a letter addressed to the Maryland Casualty Company in which the Econolite Corporation states that Steeck Electric Company has paid them all money due for materials furnished for the traffic signal installation at Tigard on the Pacific Highway West in Washington County.

According to our records, the Econolite Corporation on August 2, 1954 filed a claim in the amount of $2,155.87.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Steeck Electric Co.
119 N. Stephens
Roseburg, Oregon

Mr. F. E. Fowler
Equitable Building
Portland, Oregon

NOTED ON CARD

Lewis 9

RECEIVED
APR 20 1955
FOR FILING

34-[illegible]
4-11

April 19, 1955

Contract 4044

Econolite Corporation
8900 Ballanca Avenue
Los Angeles 45, California

Attention: Mr. W. E. Norton

Gentlemen:

Thank you for the carbon copy of your letter of April 13, addressed to the Maryland Casualty Company and advising that Steeck Electric Company has satisfied your claim against them for materials furnished for the traffic signal in Tigard on the Pacific Highway West in Washington County. According to our records, this claim was in the sum of $2,155.87.

We will advise the Surety and the Contractor that our record has been cleared.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

LOS ANGELES
SAN FRANCISCO
SEATTLE
PHOENIX

ECONOLITE
Corporation
TRAFFIC CONTROL AND LIGHTING
DIVISION
8900 Bellanca Avenue
Los Angeles 45, California

DISTRIBUTORS FOR
GENERAL ELECTRIC CO.
AND AUTOMATIC SIGNAL
DIVISION
TELEPHONE
OREGON 8-5524

ELECTRO-MATIC TRAFF-O-MATIC

April 13, 1955

Maryland Casualty Company
404 Equitable Building
Portland 4, Oregon

Attn: Mr. J. P. Stapleton Manager

Subject: 54-38 Steeck Electric Company

REFERRED TO
SECRETARY

Dear Mr. Stapleton:

This will confirm our letter of October 15, 1954, in which we stated that the Steeck Electric Company had paid to us all the money due for materials furnished for traffic signal installation on Pacific Highway in Washington County, Oregon Job 7843.

Very truly yours,

W. E. Norton

Econolite Corporation
W. E. Norton, Secretary-Treas.

ccy: Mr. H. B. Glaisyer ✓
Maryland Casualty Company

WN/mlt

NOTED ON CARD

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 6, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4044	3-Final	Steeck Electric Co.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
6658	R-119723	$ 544.00	4/6/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: March 31, 1954

Time Extensions: to March 31, 1955 without penalty

Completion Date: March 9, 1955

Date Accepted: April 13, 1955

Penalties: None of record

Claims: None of record unpaid

Remarks:

Date: 4-19-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: APR 20 1955
Ruth Rawlings

NOTED ON CARD

RECEIVED
APR 7 1955
FOR FILING

AIR MAIL

MARYLAND CASUALTY COMPANY
WILLIAM T. HARPER, CHAIRMAN OF THE BOARD AND PRESIDENT
BALTIMORE 3
CLAIM DIVISION
H. ELLSWORTH MILLER
VICE-PRESIDENT

H. G. LEWIS, JR.
MANAGER, CLAIM DIVISION
SURETY DEPARTMENT
GEO. W. DEXTER, MANAGER

PLEASE ADDRESS
REPLY TO WRITER
QUOTING OUR CAPTION

34-1602

4

April 5, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

RE: Our Claim #402-54-Cont.
Herman Steeck
Installation of Traffic Signal
at Tigard

We appreciate very much your letter of March 29, 1955, informing us that final payment will be made to our principal, Steeck Electric Company, in connection with his contract for the installation of a traffic signal at Tigard on the Pacific Highway. You indicate that a claim was filed against this project by the Econolite Corporation for equipment furnished the contractor in the amount of $2,155.87. We have evidence in our file that the principal paid this creditor back in October of 1954. However, since the claim has apparently not been withdrawn, we will investigate the situation.

Our local Claim Division is handling the matter and should you have occasion to again communicate with us on this subject, we would appreciate your making contact with Mr. J. P. Stapleton, Manager, Portland Claim Division, Equitable Building, Portland 4, Oregon.

Again thanking you for your interest, I am

Yours truly

Francis D. Handy

Francis D. Handy
Attorney

ll

NOTED ON CARD

RECEIVED
APR 6 1955
FOR FILING

April 4, 1955

Request for Extension of Time
No. 3
April 13 and 14 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Tigard Traffic Signals
Contract No. [illegible]

The [illegible] Electric Company, contractor on the traffic signal installation in Tigard on the Pacific Highway West in Washington County, has asked for a third extension of time from July 30, 1954, to March 31, 1955, in which to complete the contract.

All work on this contract was completed within the first extension of time with the exception of repainting the traffic signal poles. All work on the contract was finally completed March [illegible], 1955. The traffic signal system was in operation and the delay has caused no inconvenience to the traveling public.

As only a minor amount of engineering expense was incurred due to this additional delay, it is recommended that this third extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/ds

Attached

RECEIVED
MAR 29 1955
FOR FILING

[illegible]

[illegible]

March 29, 1955

REGISTERED MAIL

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4044 for installing traffic signal at Tigard on the Pacific Highway West in Washington County was completed by the contractor, Steeck Electric Co., on March 9, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $544.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $6,400.00 and no force account work was performed on the project.

There is a claim filed against this project by the Econolite Corporation for equipment furnished in the sum of $2,155.87, of which you have been previously notified.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
P. E. Fowler, Agent
Equitable Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
SEP 9 - 1954
FOR FILING

541-1605

H. G. LEWIS. JR.
MANAGER, CLAIM DIVISION
H. ELLSWORTH MILLER
CHIEF CLAIM ATTORNEY
SURETY DEPARTMENT
GEO. W. DEXTER, MANAGER

11-14

MARYLAND CASUALTY COMPANY
STEWART McDONALD, CHAIRMAN OF THE BOARD
WILLIAM T. HARPER, PRESIDENT
BALTIMORE 3
CLAIM DIVISION
W. KENYON LLOYD
VICE-PRESIDENT

September 2, 1954

State Highway Department
State of Oregon
Salem, Oregon

Att: Mr. H. B. Glaisyer, Secretary

Gentlemen:

RE: Our Claim #402-54-Cont.
Bond #92-234416
Herman Steeck t/a Steeck Electric Co.
Job #7843 - Cont. #4044

We acknowledge receipt and thank you for the specifications and contract agreement, including the bond, connected with the above designated job in connection with which a claim is being made by the Econolite Corporation of Seattle.

We are referring this matter to our local representative, Mr. J. P. Stapleton, Manager, Portland Claim Division, Equitable Building, Portland 4, Oregon. If it is necessary to communicate with us again about this situation, we would appreciate your contacting Mr. Stapleton in the interest of a prompt handling of the subject matter.

Thanking you, I am

Yours truly

Francis D. Handy

Francis D. Handy
Attorney

11

NOTED
H. B. GLAISYER

NOTED
FLOYD QUERY

RECEIVED
SEP 7 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

4-7703
4041

August 18, 1954

toeck Electric Co.
119 N. Stephens
Roseburg, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 9, had under discussion your request for an extension of time from April 30 to July 30, 1954 within which to complete your contract No. 4041, for installing traffic signal at Tigard on the Pacific Highway West in Washington County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible] Kelton,
Division Engineer

John etty,
Resident Engineer

J. axson,
Assistant State Highway Engineer

Lewis

RECEIVED
FOR FILING

August 4, 1954

Mr. P. E. Fowler, Agent
Maryland Casualty Company
Equitable Building
Portland, Oregon

Dear Sir:

We have received a letter from the Econolite Corporation, 314 Lloyd Building, Seattle 1, in which they state that Stoeck Electric Company owes them the sum of $2,155.87 for traffic signal equipment furnished for the installation of a traffic signal on the Tigard Section of the Pacific Highway West in Washington County, known as State Highway Contract No. 4044.

This information is provided as the Maryland Casualty Company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

cc - Maryland Casualty Company
Baltimore 3, Maryland

Stoeck Electric Co.
119 North Stephens
Roseburg, Oregon

2-4-54

RECEIVED
FOR FILING

August 4, 1954

Econolite Corporation
314 Lloyd Building
Seattle 1, Washington

Gentlemen:

This is to acknowledge your letter of August 2nd in which you advise us of your claim against Steeck Electric Company in the sum of $2,155.87 for traffic signal equipment furnished on Highway Contract No. 4044 for installation of a traffic signal on the Tigard Section of the Pacific Highway West in Washington County. Although the signal is in operation, it has not been accepted as complete pending some adjustment and the replacement of some parts.

If you feel that it is necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it would be well to file the claim with the Secretary of State. We have attached an excerpt from the Oregon Laws outlining the procedure for such a filing.

The Maryland Casualty Company, Equitable Building, Portland, furnished the bond for this contract, which bond is given to assure satisfactory completion of the job and payment of all bills incurred on it.

It might also be to your advantage to bring your claim to the attention of the surety. In the meantime, the claim will be entered in our records and we will advise the surety and the contractor that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm
Attach.

NOTED ON CARD
8 4-54

SEATTLE
LOS ANGELES
SAN FRANCISCO
PHOENIX

DISTRIBUTORS FOR
GENERAL ELECTRIC CO.
AND AUTOMATIC SIGNAL
DIVISION

ECONOLITE
Corporation
TRAFFIC CONTROL AND LIGHTING
DIVISION
314 Lloyd Building
Seattle 1, Washington

ELECTRO-MATIC TRAFF-O-MATIC

August 2, 1954

Mr. Floyd Query
OREGON HIGHWAY COMMISSION
Highway Building
Salem, Oregon

4044

Subject: Tigard, Oregon, Job No. 7843. Steeck Electric Company, Roseburg, Oregon

Dear Mr. Query:

Reference our conversation this morning regarding the balance due on traffic signal equipment furnished to the subject contractor, this is the way the account stands:

INVOICE	DATE	AMOUNT	CASH RECEIVED	BALANCE
15587	1/29/54	513.40		$ 513.40
15674	2/11/54	1228.57		1741.97
15894	3/30/54	769.40		2511.37
15913	3/31/54	144.50		2655.87
	6/7/54		$ 500.00	2155.87

We would appreciate you notifying us on the completion date of this contract.

We wish to thank you for your assistance on this matter.

With best regards, we are

Very truly yours,

ECONOLITE CORPORATION

A. T. Matthews

A. T. Matthews,
Sales Engineer

RECEIVED
AUG 3 1954
OREGON
STATE HIGHWAY COMMISSION

ATM:at
cc.LA

8-2-54 LA

RECEIVED
JUL 19 1954
FOR FILING

July [illegible] 1954

Oregon State Highway Commission

Request for extension of time
No. 2
[illegible] 9 and 10 [illegible]

Gentlemen:

Re: Timed Traffic Signals
[illegible] 1954

[illegible] Electric Company, contractor for the Timed Traffic Signals, has requested a second extension of time from April 30, 1954 to July 30, 1954. An extension from the original completion date of March 31, 1954 to April 30, 1954 was previously granted on this project.

The signals have been in operation since April 15, 1954. All work is complete except repainting of the poles and equipment, which work has been hampered by inclement weather.

Since the public has not been inconvenienced, nor additional engineering expense incurred, it is recommended that this second extension be granted without penalty. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

PMS:gm

RECEIVED
MAY 1 1954
FOR FILING

34-1
4044

May 17, 1954

Steck Electric Co.
113 W. Stephens
Roseburg, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on May 11, 1954, had under discussion your request for an extension of time from March 31 to April 30, 1954 within which to complete your contract No. 4044, for construction of Tigard Traffic Signal on the Pacific Highway West, Washington County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

[illegible] Clingyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Lloyd Query, Assistant Secretary

gl

cc: [illegible] Kelton,
Division Engineer

John Petty,
Resident Engineer

[illegible] Maxson,
Assistant State Highway Engineer

NOTED ON CARD
5-17-54

RECEIVED
APR 15 1954
FOR FILING

April 15, 1954

Request for extension of time
No. 2
May 11 and 12 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Tigard Traffic Signals
Contract No. 4044

The Steeck Electric Company, contractor for the Tigard Traffic Signals project on the Pacific Highway West, has requested an extension of time from March 31, 1954, the specified completion date, to April 30, 1954, in which to complete this contract.

The contractor placed orders for all material needed for this project as soon as the contract was awarded. A small amount of this material has not, as yet, arrived. The contractor has installed all poles, cables, electrical wiring, etc., but is unable to place the signals in operation until this remaining material arrives.

No additional engineering expense will result from this extension. It is recommended that this extension be granted without penalty to the contractor. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/ds

Attached

RECEIVED
DEC 7 - 1953
FOR FILING

[illegible]

4044

December 3, 1953

Steeck Electric Co.
119 N. Stephens
Roseburg, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded by the State Highway Commission on October 29, 1953, as follows:

Contract No. 4040, for installing traffic signal in Salem on the Pacific Highway in Marion County.

Contract No. 4044, for installing traffic signal in Tigard on the Pacific Highway in Washington County.

These are for your files.

Copies of the two above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
FOR FILING

[illegible]

4044

November 2, 1953

Steeck Electric Co.
119 N. Stephens Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on October 29, 1953, awarded to you State Highway Contract No. 4044 for installation of Tigard traffic signals at intersection of Pacific Highway West with the Beaverton-Aurora Highway in Washington County. This award was based on your bid of $6,400.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure
cc: H. G. Smith
G. S. Paxson
S. H. Probert
W. M. Franzwa-SIAC

MEMO TO THE FILE

For previous file see:

CONSTRUCTION
  Right of Way
    Beaverton-Aurora Sec. 8/20/53

H-32[illegible] Sunset Hwy. Sand Storage 1953
Shed.
#40.5

RECEIVED
FOR FILING

54-1351

(CONTRACT NO.)

404

OREGON STATE HIGHWAY DEPARTMENT
(date)
Aug. 17, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4045	3-final	SERGE R. PERRIN

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16627	R-101753	$ 723.08	8/13/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: June 30, 1954

Time Extensions: None

Completion Date: June 24, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-17-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG

aaw

ON CARD

8-17-54

RECEIVED
JUL 28 1954
FOR FILING

July 29, 1954

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 4045 for construction of and Storage Shed on the Sunset Highway in Washington County was completed by the contractor, George [illegible] Perrin, on June 24, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $723.08 will be released to the contractor after acceptance by the Commission. The total contract amount is $5,751.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibilit for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
601 S. W. Washington
Portland 4, Oregon

Portland Branch Office

NOTED ON CARD
7-9-[illegible]

RECEIVED
DEC 7 - 1953
FOR FILING

[illegible]

[illegible]

December 3, 1953

Mr. Serge R. Perrin
Route 1, Box 432
Oregon City, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4045, which was awarded to you on October 29, 1953 by the State Highway Commission, for constructing the Sunset Highway Sand Storage Shed in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 2 1953
FOR FILING

[illegible]

11-4

November 2, 1953

Serge R. Perrin
Rt. 1, Box 432
Oregon City, Oregon

Dear Sir:

The State Highway Commission on October 29, 1953 awarded to you State Highway Contract No. 4045 for construction of Sunset Highway Sand Storage Shed in Washington County. This award was based on your bid of $5,807.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MM
Enclosure
cc: H. G. Smith
G. S. Paxson
S. H. Probert
W. M. Franzwa-SIAC

10-3414 Addition to Roseburg Office 1953
Bldg.
#4046

RECEIVED
OCT 26 1954
FOR FILING

10-3444
4046

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 18, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4046	8-final	E. A. SHANNON	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21264	R-106435	$ 3,504.41	10/15/1954

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1954

Time Extensions: None

Completion Date: Sep. 2, 1954

Date Accepted: Sep. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-18-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
OCT 5 - 1954
FOR FILING

October 4, 1954

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4046 for constructing Roseburg Office Building Addition in Douglas County, was completed by the contractor, E. A. Shannon, on September 2 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $3,504.41 will be released to the contractor on or after October 14, 1954. The total contract amount is $40,062.36 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: The Aetna Casualty & Surety Co.
Hayward Andrews, Agent
Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD

10-4-54

RECEIVED
FEB 1 1 1954
FOR FILING

10-[illegible]

4046

February 10, 1954

American Associated Insurance Companies
Portland Branch Office
810 Yeon Building
Portland 4, Oregon

Attention: Mr. W. H. Eagleton

Gentlemen:

We find that on State Highway Contract No. 4046 for the office building work at Roseburg we owed the contractor, Mr. E. A. Shannon, $8,256.62 on the current estimate as of January 10, 1954. In addition to this amount there was retained on the job as of that date $1,237.00. Although this amount is somewhat less than his statement for February 1, it is probably due to work that he figures he has performed between January 10 and February 1.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

AMERICAN AUTOMOBILE INSURANCE COMPANY
SAINT LOUIS

CAROL P. MAAS
BRANCH MANAGER

AMERICAN ASSOCIATED
INSURANCE COMPANIES

PORTLAND BRANCH OFFICE
810 YEON BUILDING-522 S. W. 5TH AVENUE
PORTLAND 4, OREGON
MAIL ADDRESS P. O. BOX 1531 ZONE 7

ASSOCIATED INDEMNITY CORPORATION
SAN FRANCISCO

TELEPHONE
ATWATER 8101

payable 8,256.62
to Jan 10.

February 9, 1954

Retained 1237.00

Oregon State Highway Commission
Salem, Oregon

Re: E.A. Shannon
2825 N. Stephens St.
Roseburg, Oregon

Gentlemen:

We have received a financial statement from the captioned dated February 1, 1954. He indicates on that statement that he has due from you for a building job an earned estimate of $10,295.00.

Without liability on your part would you please verify this item which will be treated in confidence.

Your cooperation would be appreciated.

Yours very truly,

AMERICAN ASSOCIATED INSURANCE COMPANIES

W.H. Eagleton

W.H. Eagleton
Bond Manager

WHE:ds

RECEIVED
FEB 10 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 30 1953
FOR FILING

12-2414

4046

November 27, 1953

Mr. E. A. Shannon
2825 N. Stephens
Roseburg, Oregon

Dear Sir:

We enclose herewith a fully exeucted copy of contract No. 4046 which was awarded to you on October 30, 1953 by the State Highway Commission, covering the Addition to Roseburg Office Building in Douglas County. This copy is for your files.

A copy of this contract is also being sent to the surety on your performance bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
NOV 9 1953
FOR FILING

November 6, 1953

Trowbridge Electric Company
136 N. Jackson Street
Roseburg, Oregon

Attention: Ray O. Sims

Gentlemen:

This will acknowledge your letter of November 5th regarding the wiring of the highway department maintenance building in Roseburg, job No. 2248-B. I am referring it to our Bridge Engineer Mr. G. S. Paxson for reply, inasmuch as this is one of the jobs that comes under his jurisdiction and the specifications for the same were written in his office. I am sure that you will be hearing from Mr. Paxson shortly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm
cc: G. S. Paxson

TROWBRIDGE
136 N. JACKSON ROSEBURG, ORE.
TELEPHONE 3-5521
Electric Company

November 5, 1953

Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Sec.

RE: Oregon State Highway Dept. Maintenance Building,
Roseburg, Oregon, Job #2248-B

Dear Sir:

We have a point to make regarding the wiring of the above reference job.

This contractor felt that the building should be wired in thinwall conduit because conduit is mentioned in the electrical specifications, it is the wiring method of the existing building, and is the wiring method befitting the type of construction employed. This thinking is further exemplified in paragraph one, page 13, of the general conditions in the specifications.

We find now that our competitor plans to use romex as the wiring method. This difference in wiring cost was sufficient to make our figure look ridiculous compared to the one in which romex was to be used, placing us in an unfavorable, or at least questionable position with the general contractors who depend on us for their electrical subcontract bids.

May we respectfully request: first, that the building be wired in conduit; and second, that on future specifications on similar work, the exact wiring method be plainly stated so that there will be no question as to the department's requirements.

Very truly yours,

TROWBRIDGE ELECTRIC CO.

Ray O. Sims

Ray O. Sims

ROS:mf

c.c. Todd Building Co.

ECEIVED
NOV 2 1953
FOR FILING
10-3414
4046

November [illegible], 1953

Mr. E. A. Shannon
[illegible] North Stephens Street
Roseburg, Oregon

Dear Mr. Shannon:

The State Highway Commission on October 30, 1953 awarded to you State Highway Contract No. 4046 for construction of the addition to the Roseburg Office Building in Roseburg, Douglas County. This award was based on your bid of $37,850.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your imediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa, SIAC

Enclosure

RECEIVED
[illegible] 1953
FOR FILING

10-3411

11-11

October 2, 1953

Todd Building Company
General Contractors
P. O. Box 27
Roseburg, Oregon

Gentlemen:

Reference is made to your letter of September 28 concerning rejection of your bid for the construction of the addition to the Roseburg Office Building.

We regret that we found it advisable to reject the bid which you had submitted, but in our opinion this bid was higher than the project should be built for. As to the accuracy of our estimate, we have gone back over the building projects which have been advertised and placed under contract so far during this calendar year and prior to the September meeting. There have been 13 of these projects with a total cost of approximately $620,000. The total of our estimates prepared before bids were opened is 1.3 per cent above the total of the low bids on these projects. Of the 13 projects only two have been over our preliminary estimate, one of these in the amount of 7.4 per cent and one in the amount of 5.7 per cent. Both of these projects were within 10 per cent of our estimates and contracts were awarded.

On the two building projects for which bids were rejected at the September meeting, we have had very little competition. On the Roseburg job only two bids were submitted.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
Mr. Williams
cc G. S. Paxson

y
ods

Paxson.
Please prepare answer
your estimate - $35.150^{00}
Low bid - 39.890^{00}
$4.740^{00} over = 13.48%

OMPANY
RS

TELEPHONE
3-5596

28, 1953

NOTED
W. C. WILLIAMS

Re: Roseburg Office Addition

Gentlemen:

We were somewhat upset to read in the paper that our low bid for the construction of the above referenced building was rejected by the Commission. Particularly so, as we bid the work at less than our usual margin because we were well equipped to handle it at this time.

In looking over our figures to determine a basis for any reduction in the cost of the building, we find that the lowest heating bid is over 7,000, and we are advised by the heating contractor that an adequate, though possibly not as efficient heating system, could be designed and installed for approximately half that amount.

Aside from this item, there do not appear to be any items upon which major savings could be made.

As taxpayers, we have always felt that the Oregon State Highway Commission is doing an excellent job of producing highways at costs as low as possible. As contractors, however, we would like to point out that the bidding of a construction project, and in particular a building project, involves many manhours of time and travel expenses for general and sub-contractors. May we suggest that the Highway Commission make more accurate preliminary estimates upon its building work so that the time and effort of contractors producing a fair low bid may not be wasted.

The writer is making this suggestion, both as President of Todd Building Company, and also as President of the Douglas County General Contractor's Association.

RECEIVED
SEP 30 1953
OREGON
STATE HIGHWAY COMMISSION

Yours very truly,

TODD BUILDING COMPANY

By John D Todd
John D. Todd, President

JDT:ts
cc: Tom Edwards
Division Engineer

RECEIVED
[illegible]

TODD BUILDING COMPANY
GENERAL CONTRACTORS

NORTH UMPQUA HIGHWAY
AT PATTERSON ST.

P. O. BOX 27
ROSEBURG, OREGON

TELEPHONE
3-5596

September 2[illegible], 1953

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Re: Roseburg Office Addition

Gentlemen:

We were somewhat upset to read in the paper that our low bid for the construction of the above referenced building was rejected by the Commission. Particularly so, as we bid the work at less than our usual margin because we are well equipped to handle it at this time.

In looking over our figures to determine a basis for any reduction in the cost of the building, we note that the lowest heating bid is over $7,000, and we are advised by the heating contractor that an adequate, though possibly not as efficient heating system, could be designed and installed for approximately half that amount.

Aside from this item, there do not appear to be any items upon which major savings could be made.

As taxpayers, we have always felt that the Oregon State Highway Commission is doing an excellent job of producing highways at costs as low as possible. As contractors, however, we would like to point out that the bidding of a construction project, and in particular a building project, involves many manhours of time and travel expenses for general and sub-contractors. May we suggest that the Highway Commission make more accurate preliminary estimates upon its building work so that the time and effort of contractors producing a fair low bid may not be wasted.

The writer is making this suggestion, both as President of Todd Building Company, and also as President of the Douglas County General Contractor's Association.

RECEIVED
SEP 30 1953
OREGON
STATE HIGHWAY COMMISSION

Yours very truly,

TODD BUILDING COMPANY

By John D Todd
John D. Todd, President

JDT:ts
cc: Tom Edwards
Division Engineer

RECEIVED
FOR FILING
FORM E-30 25M 9-51 52215

Maint
Bldg. & Site

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 1, 1953

SUBJECT:

To: W. W. Stiffler
Assistant State Highway Engineer

Dear Sir

I return herewith the prints of the Roseburg Division Office showing assignment of space on completion of the new building.

Very truly yours

Tom Edwards

Tom Edwards
Division Engineer

TE:rw

Enc.

cc I. A. DeFrance

RECEIVED
SEP 3 1953
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. W. STIFFLER

RECEIVED
[illegible] 1953
FOR FILING

Maint
Bldg [illegible]

Pending

Salem, Oregon
August 31, 1953

Mr. Tom Edwards

I am enclosing two prints each showing the basement floor plan and the main or first floor plan of the Roseburg Division Office, as it is proposed to extend and enlarge the same.

These plans are now complete with the exception of Mr. Baldock's signature approving the same, which he is withholding temporarily pending information to show the proposed use of all office space - both old and new - which will result from the proposed extension.

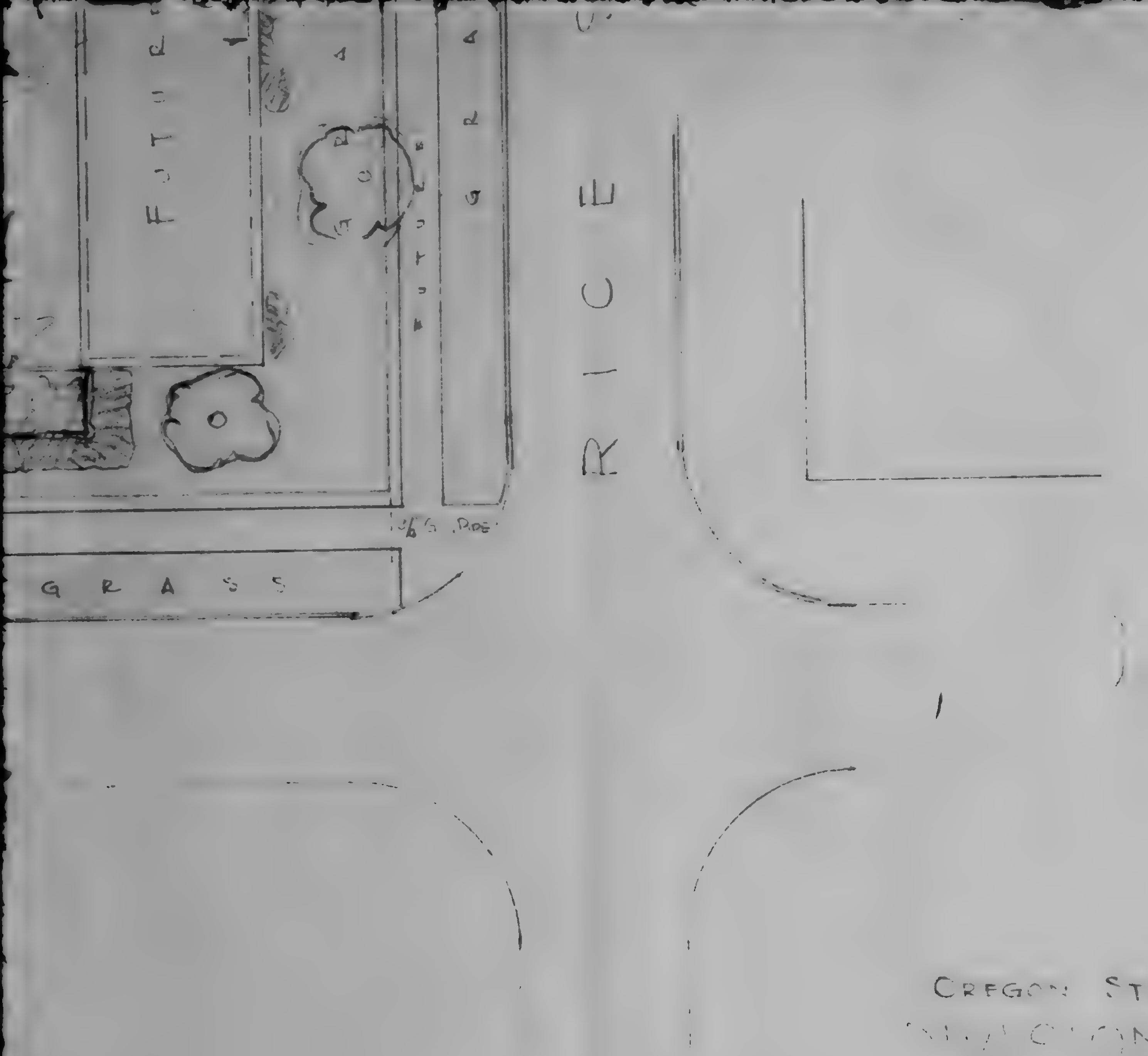
Please show the above information clearly and return one set of the prints as soon as possible - not later than September 3.

W. W. Stiffler

WWS:er

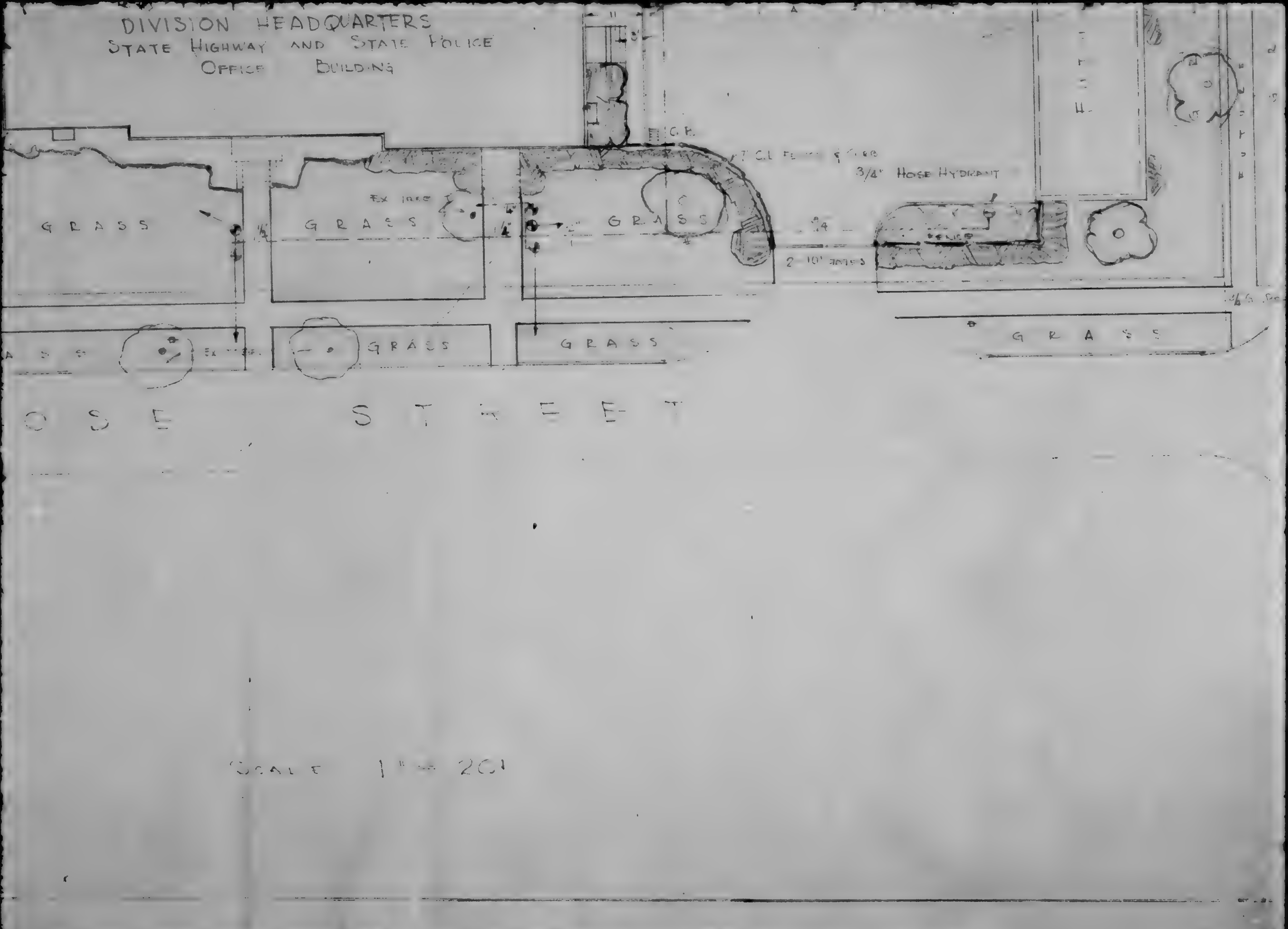
cc Mr. I. A. De France

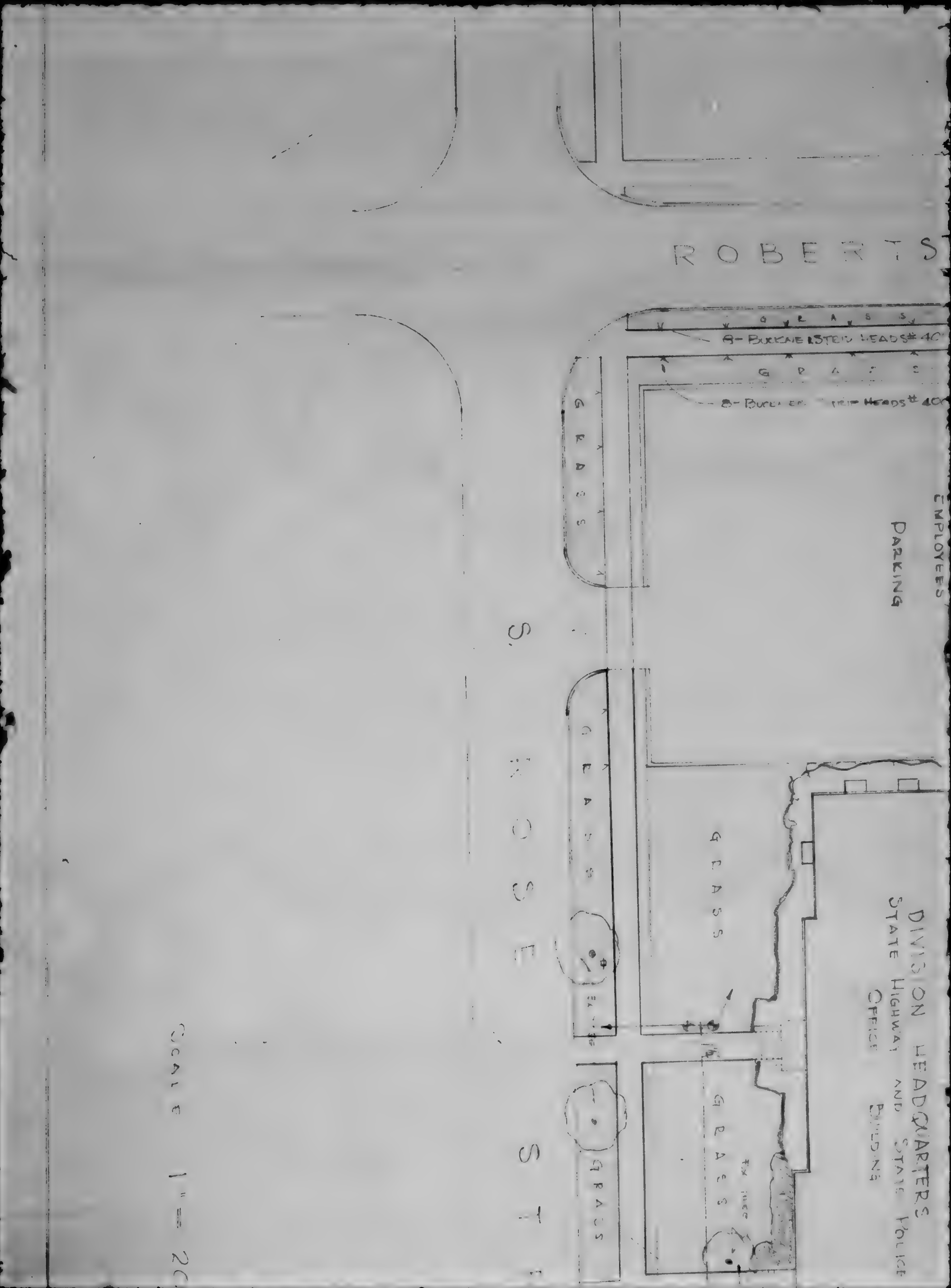
Enclosure



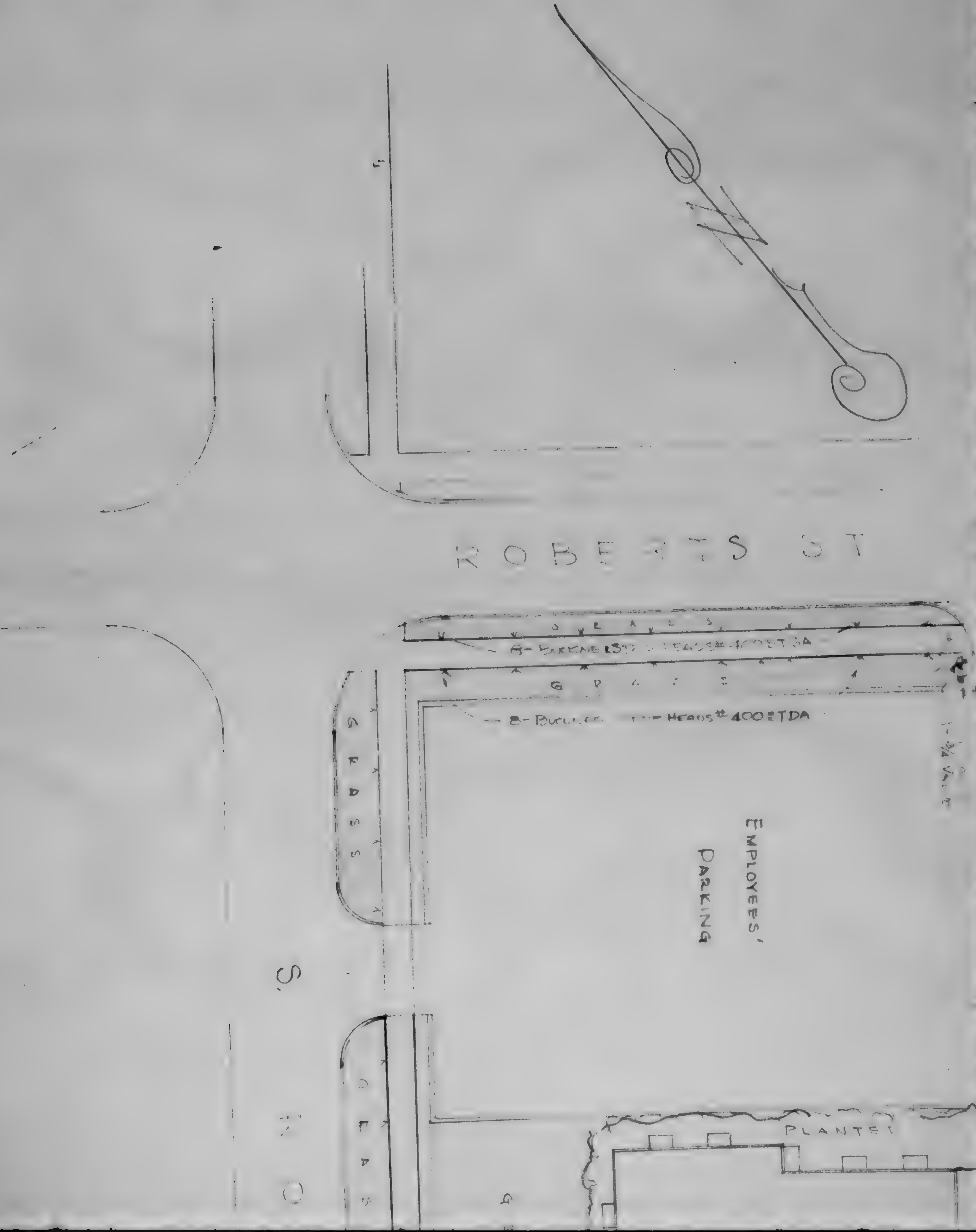
OREGON STATE HIGHWAY COMMISSION
DIVISION HEADQUARTERS
ROSEBURG DOUGLAS COUNTY

SITE PLAN & IRRIGATION

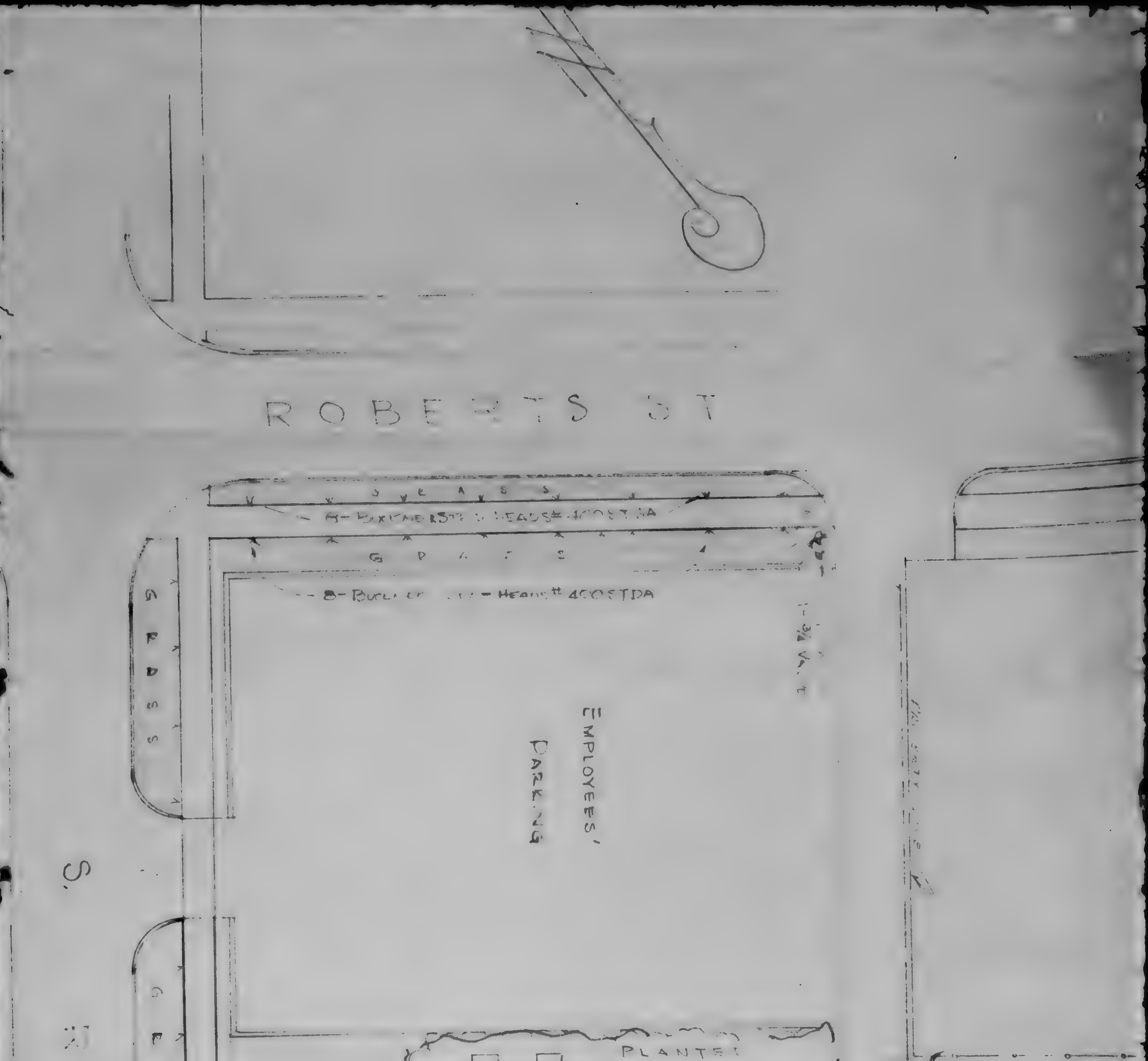

DIVISION HEADQUARTERS
STATE HIGHWAY AND STATE POLICE
OFFICE BUILDING
GRASS
GRASS
GRASS
EX TREE
C.R.
7' C.L. FENCE & CURB
3/4" HOSE HYDRANT
2-10' GATES
FENCE
GRASS
GRASS
GRASS
GRASS
OSE STREET
SCALE 1" = 20'

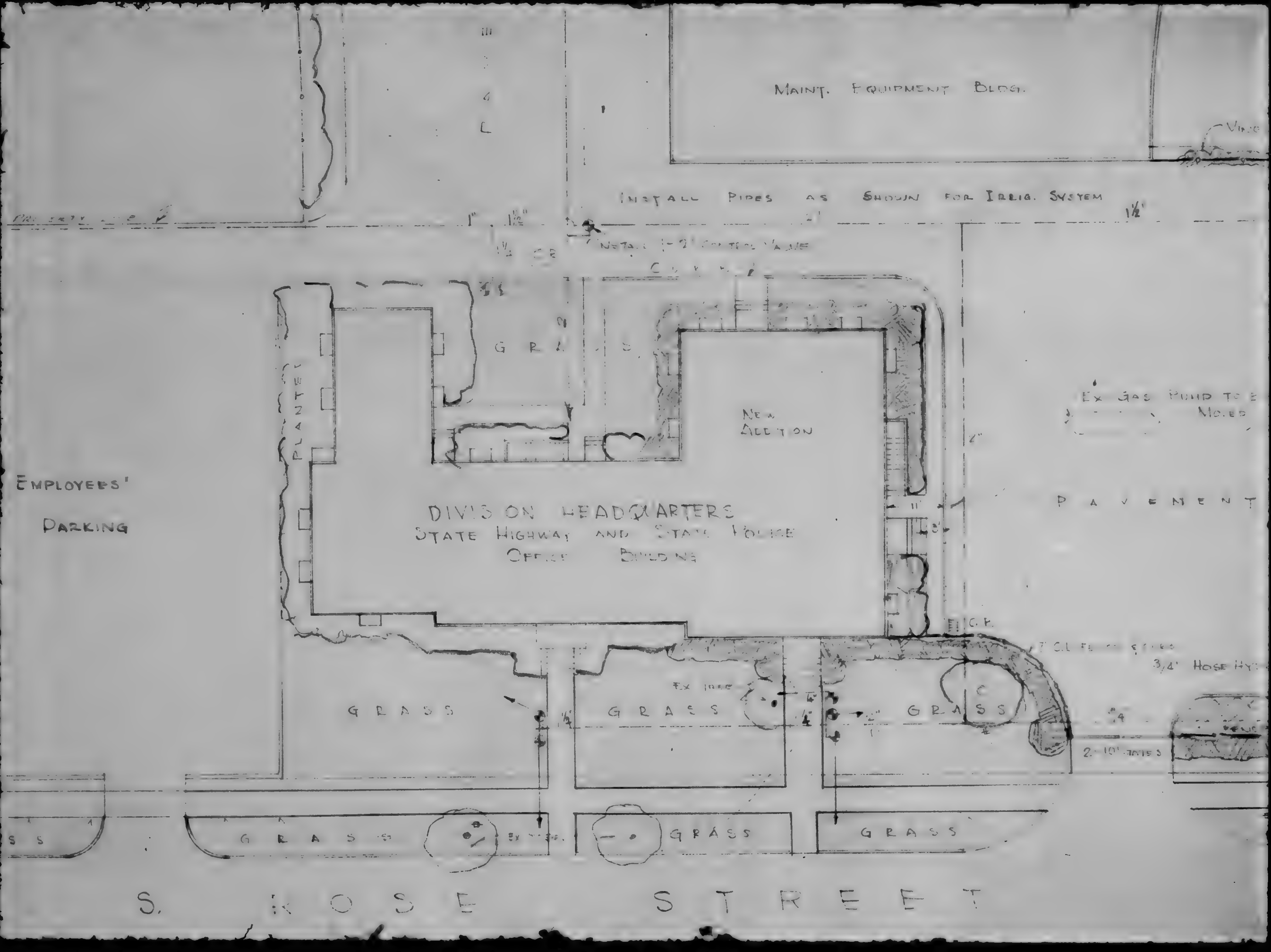


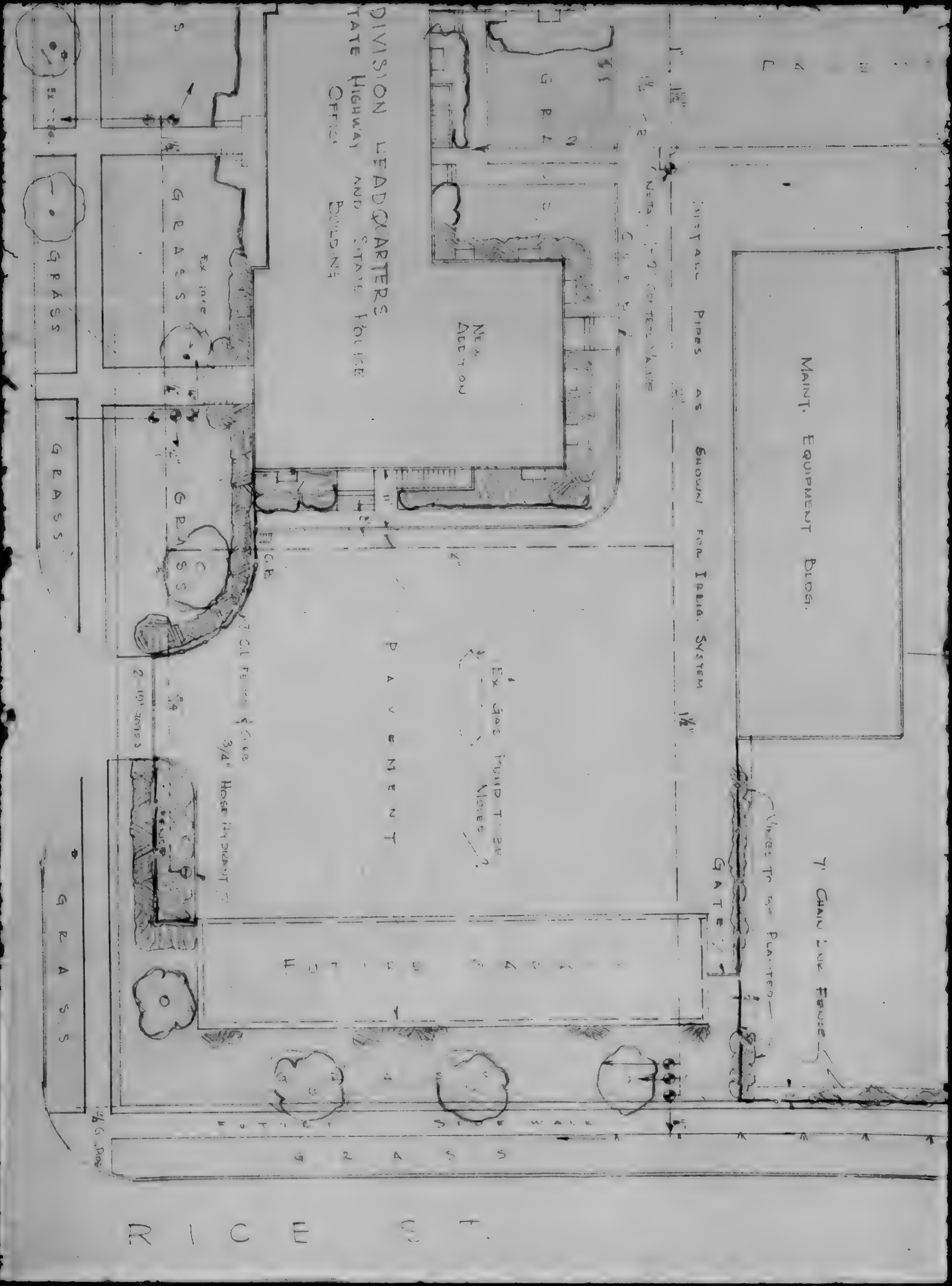
ROBERTS
GRASS
8-BUCKNER STRIP HEADS #40
GRASS
8-BUCKNER STRIP HEADS #40
GRASS
EMPLOYEES PARKING
S. ROSE ST
GRASS
GRASS
GRASS
GRASS
EX TREE
DIVISION HEADQUARTERS
STATE HIGHWAY AND STATE POLICE
OFFICE BUILDING
SCALE 1" = 20

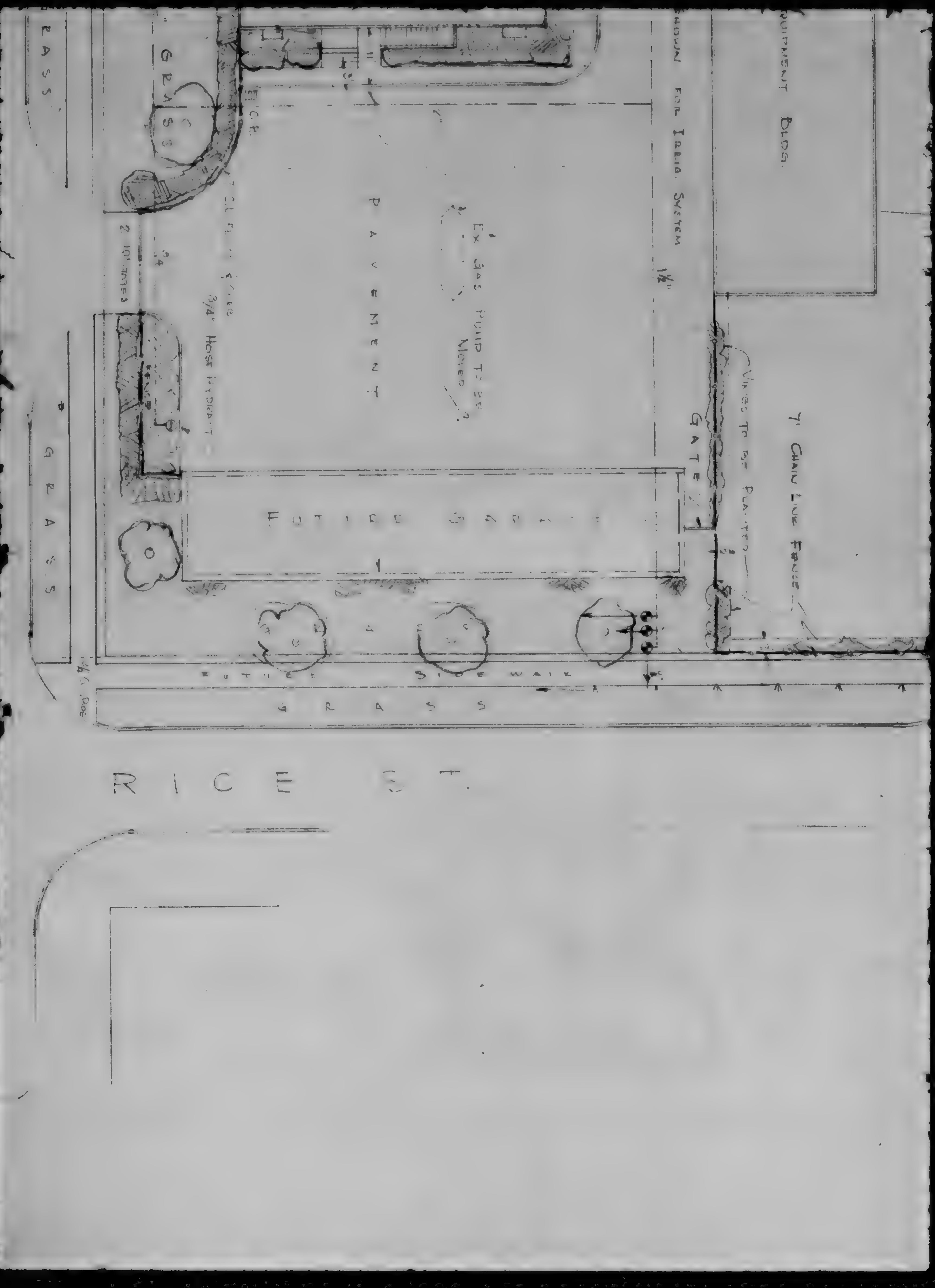


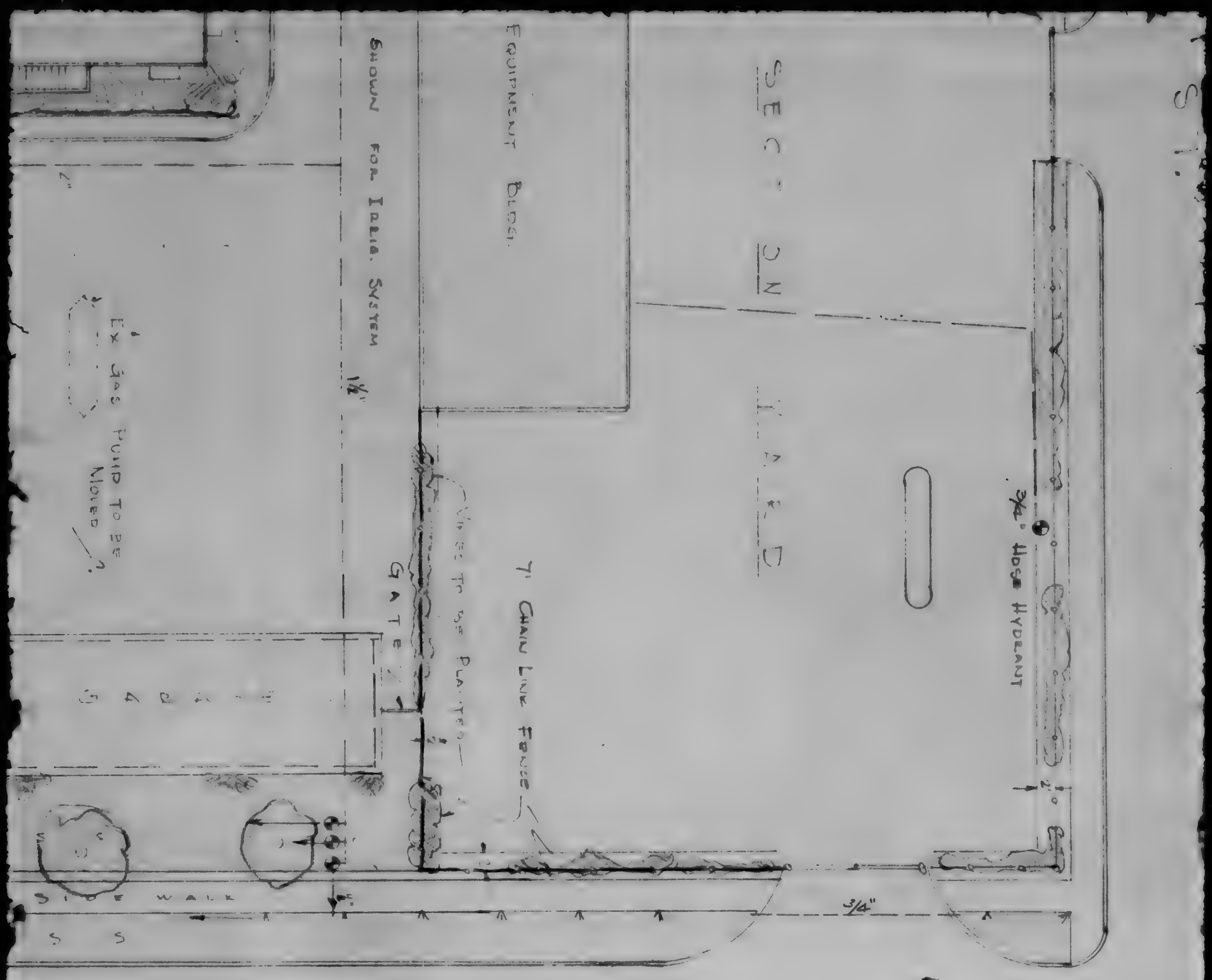
N
ROBERTS ST
GRASS
8-BUCKNER HEADS # 400 ETDA
GRASS
8-BUCKNER HEADS # 400 ETDA
GRASS
1-3/4 VALVE
EMPLOYEES' PARKING
S.
GRASS
PLANTER

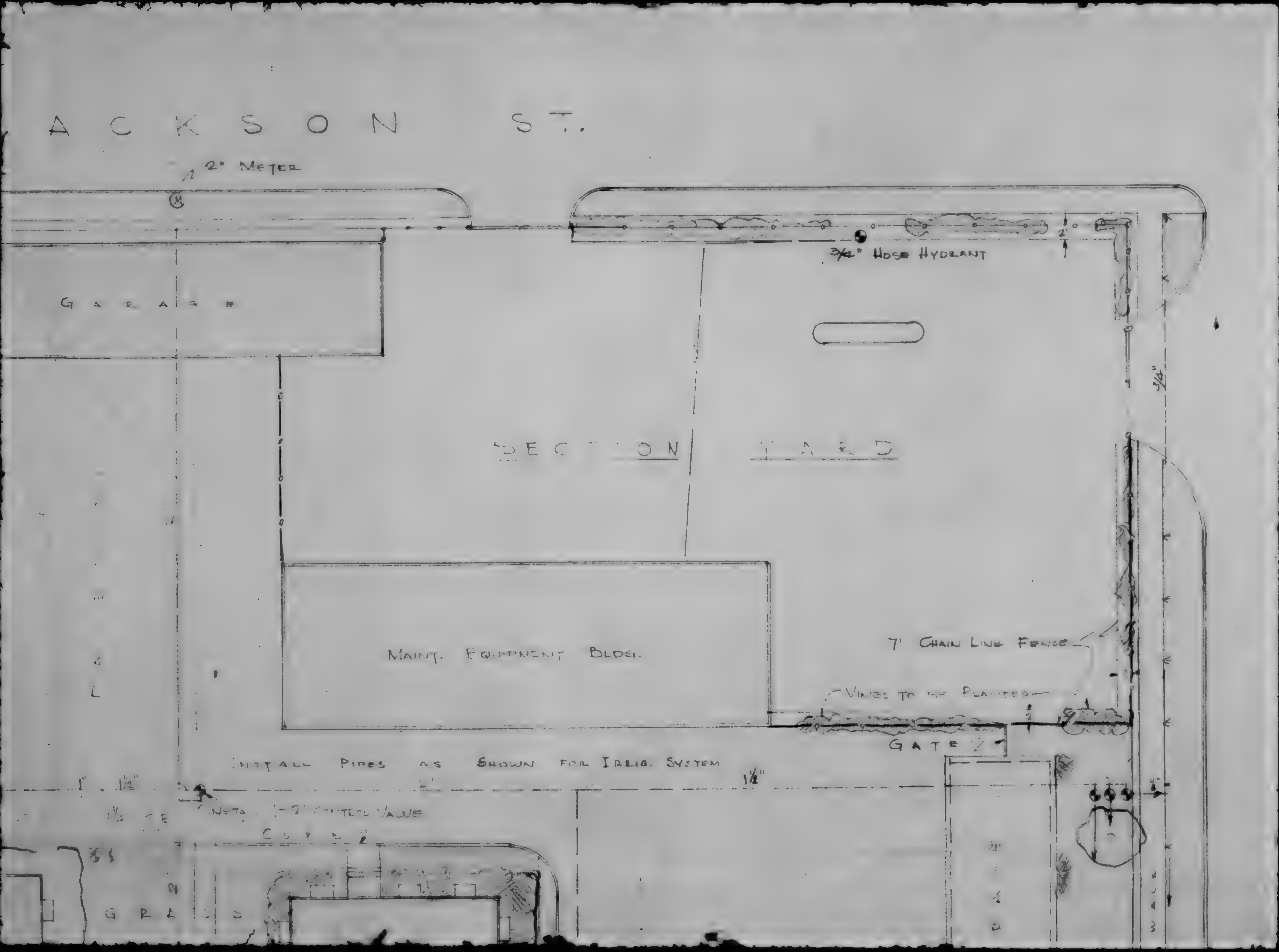

ROBERTS ST
GRASS
8-BUCKNER 8... HEADS # 400 STDA
GRASS
8-BUCKNER ... HEADS # 400 STDA
GRASS
EMPLOYEES' PARKING
S. ROSE S
GRASS
PLANTER
GRASS
GRASS
DIVISION HEADQUARTERS
STATE HIGHWAY AND STATE OFFICE BUILDING
GRASS
GR

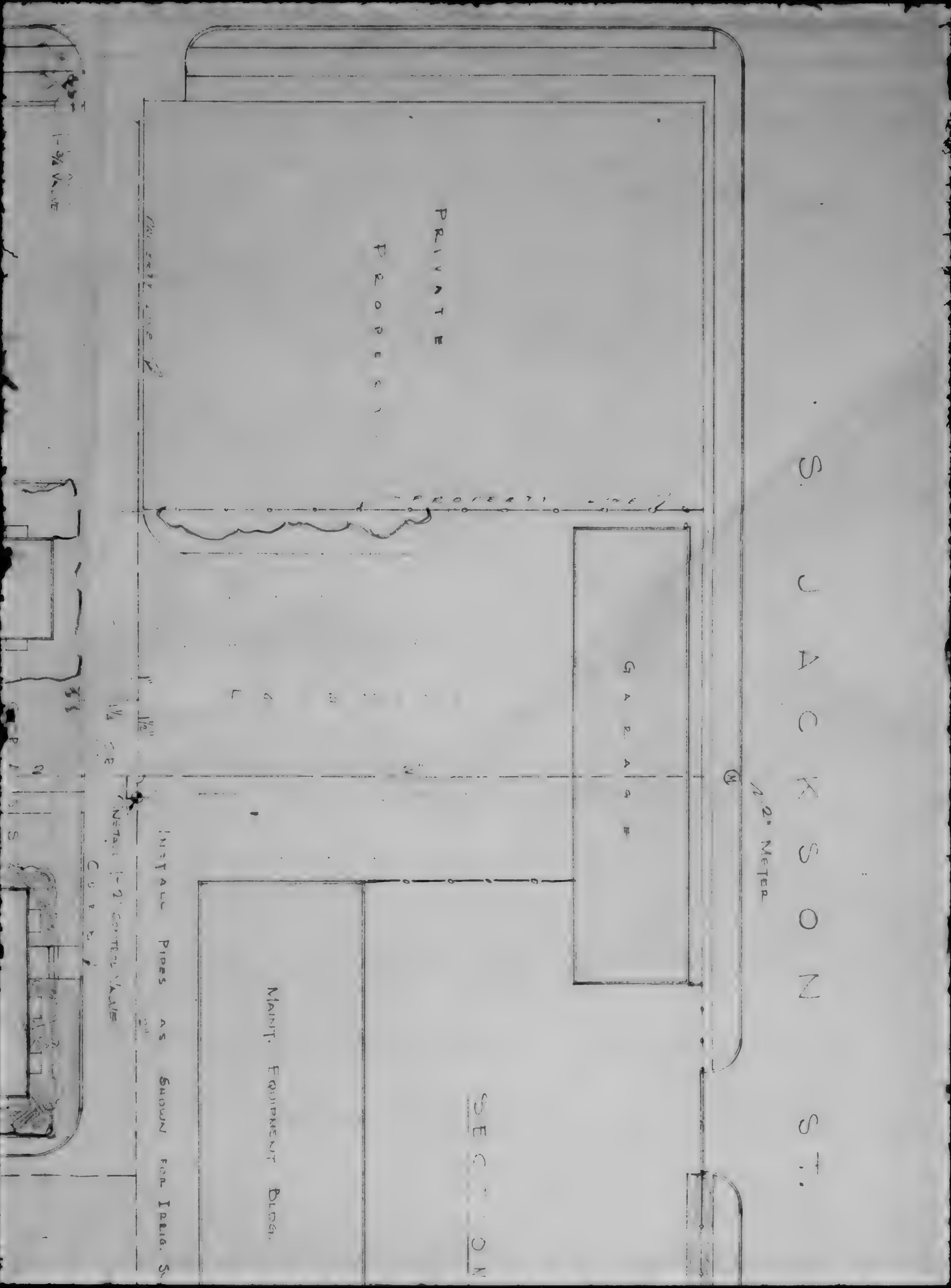

MAINT. EQUIPMENT BLDG.
VINE
INSTALL PIPES AS SHOWN FOR IRRIG. SYSTEM
1½"
1"
1½"
2"
1½
INSTALL 1-2" CONTROL VALVE
CURB
PLANTER
GRASS
NEW ADDITION
EX GAS PUMP TO BE MOVED
2"
EMPLOYEES' PARKING
DIVISION HEADQUARTERS
STATE HIGHWAY AND STATE POLICE
OFFICE BUILDING
PAVEMENT
C.R.
3/4" HOSE HY
EX TREE
GRASS
GRASS
GRASS
¾
2-10' GATES
GRASS
GRASS
GRASS
S. ROSE STREET

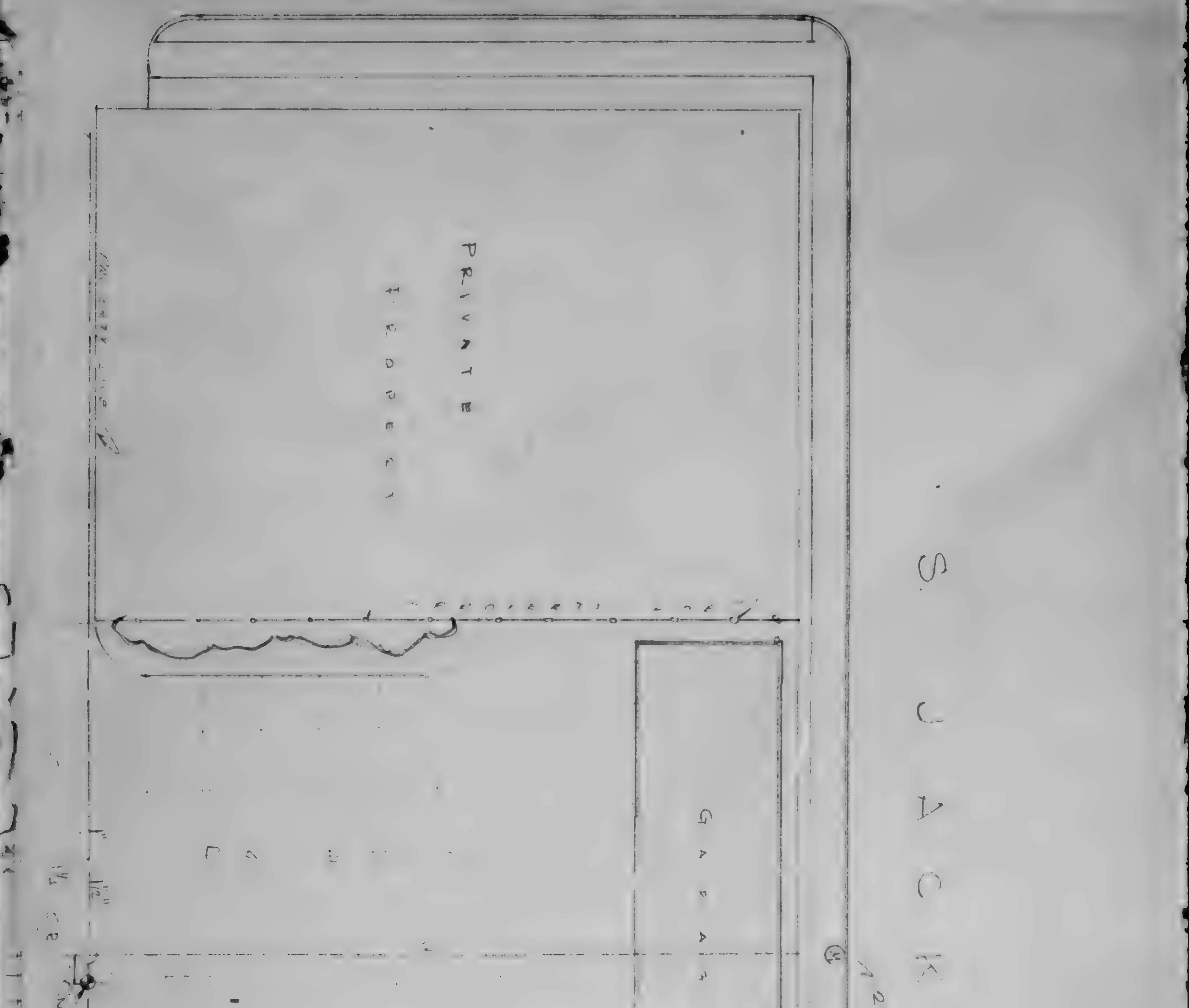

DIVISION HEADQUARTERS
STATE HIGHWAY AND STATE POLICE OFFICE BUILDING
NEW ADDITION
MAINT. EQUIPMENT BLDG.
INSTALL PIPES AS SHOWN FOR IRRIG. SYSTEM
PAVEMENT
EX. GAS PUMP TO BE MOVED
FUTURE GARAGE
GATE
VINES TO BE PLANTED
7' CHAIN LINK FENCE
FUTURE SIDE WALK
GRASS
GRASS
GRASS
GRASS
GRASS
GRASS
GRASS
EX. TREE
3/4" HOSE HYDRANT
1¼"
1½"
RICE ST.


RASS
GRASS
GRASS
E.C.R.
HOWN FOR IRRIG. SYSTEM
QUIPMENT BLDG.
PAVEMENT
EX GAS PUMP TO BE MOVED
3/4" HOSE HYDRANT
1½"
2 HOLLIES
GATE
VINES TO BE PLANTED
7' CHAIN LINK FENCE
FUTURE GARAGE
GRASS
FUTURE SIDE WALK
GRASS
RICE ST.

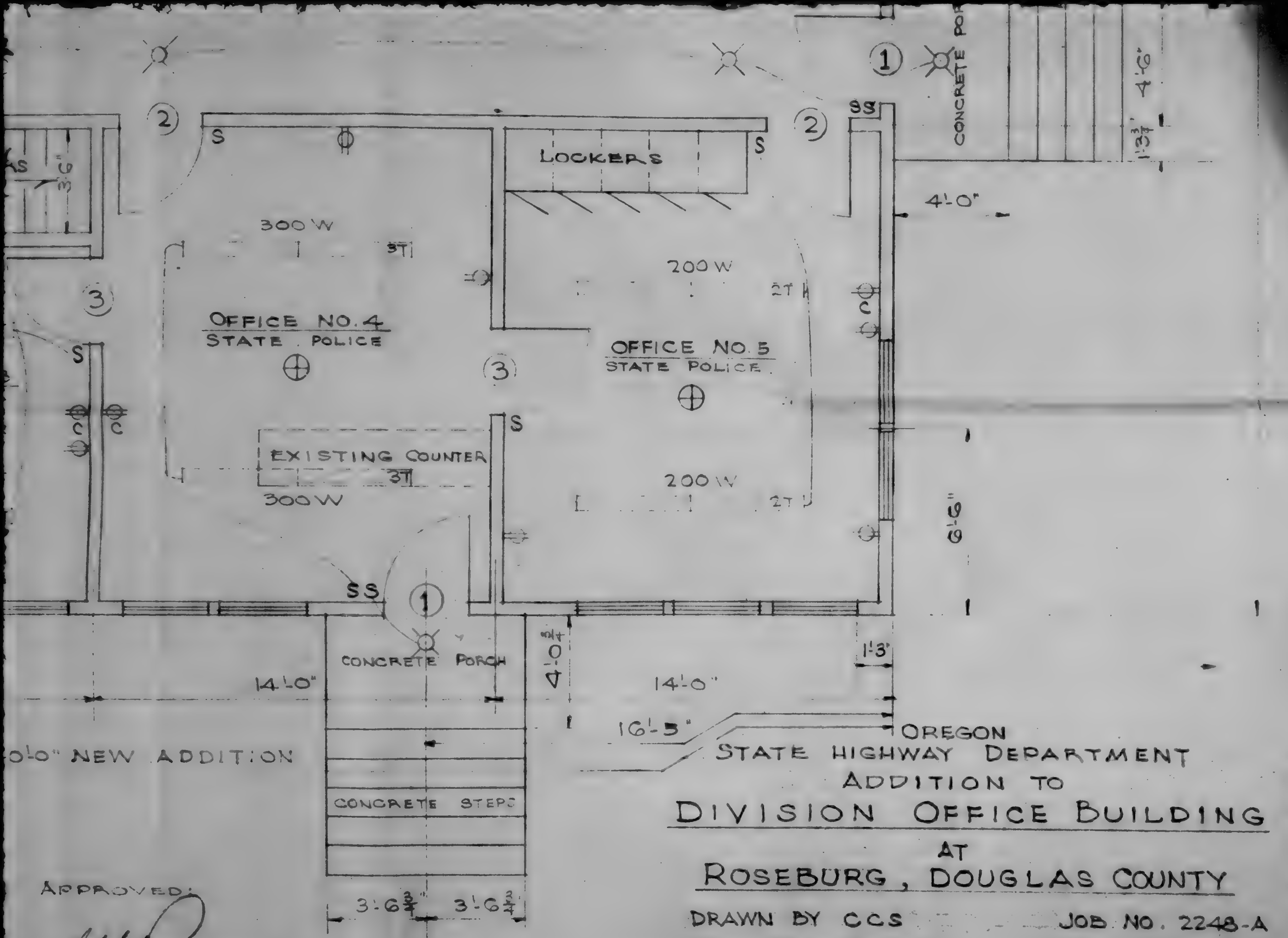

SECOND YARD
EQUIPMENT BLDG.
SHOWN FOR IRRIG. SYSTEM
1½"
EX GAS PUMP TO BE MOVED ?
GARAGE
GATE
VINES TO BE PLANTED
7' CHAIN LINK FENCE
¾" HOSE HYDRANT
2'0"
SIDE WALK
3/4"
ST.


ACKSON ST.
2" METER
GARAGE
3/4" HOSE HYDRANT
2'
SECTION YARD
3/4"
MAINT. EQUIPMENT BLDG.
7' CHAIN LINK FENCE
VINES TO BE PLANTED
GATE
INSTALL PIPES AS SHOWN FOR IRRIG. SYSTEM
1"
1½"
2"
1½"
INSTALL 2" CONTROL VALVE
CURB
GRASS
WALK


S. JACKSON ST.
PRIVATE PROPERTY
PROPERTY LINE
PROPERTY LINE
GARAGE
2" METER
MAINT. EQUIPMENT BLDG.
SECTION
INSTALL PIPES AS SHOWN FOR IRRIG. S
INSTALL 1-2" CONTROL VALVE
CURB
1-3/4 VALVE
1 1/2"
1/4



PRIVATE
PROPERTY
PROPERTY LINE
PROPERTY LINE
GARAGE
S. JACKSO
2" METER
INSTALL
1-2" CO
CURB
1"
1½"



APPROVED:

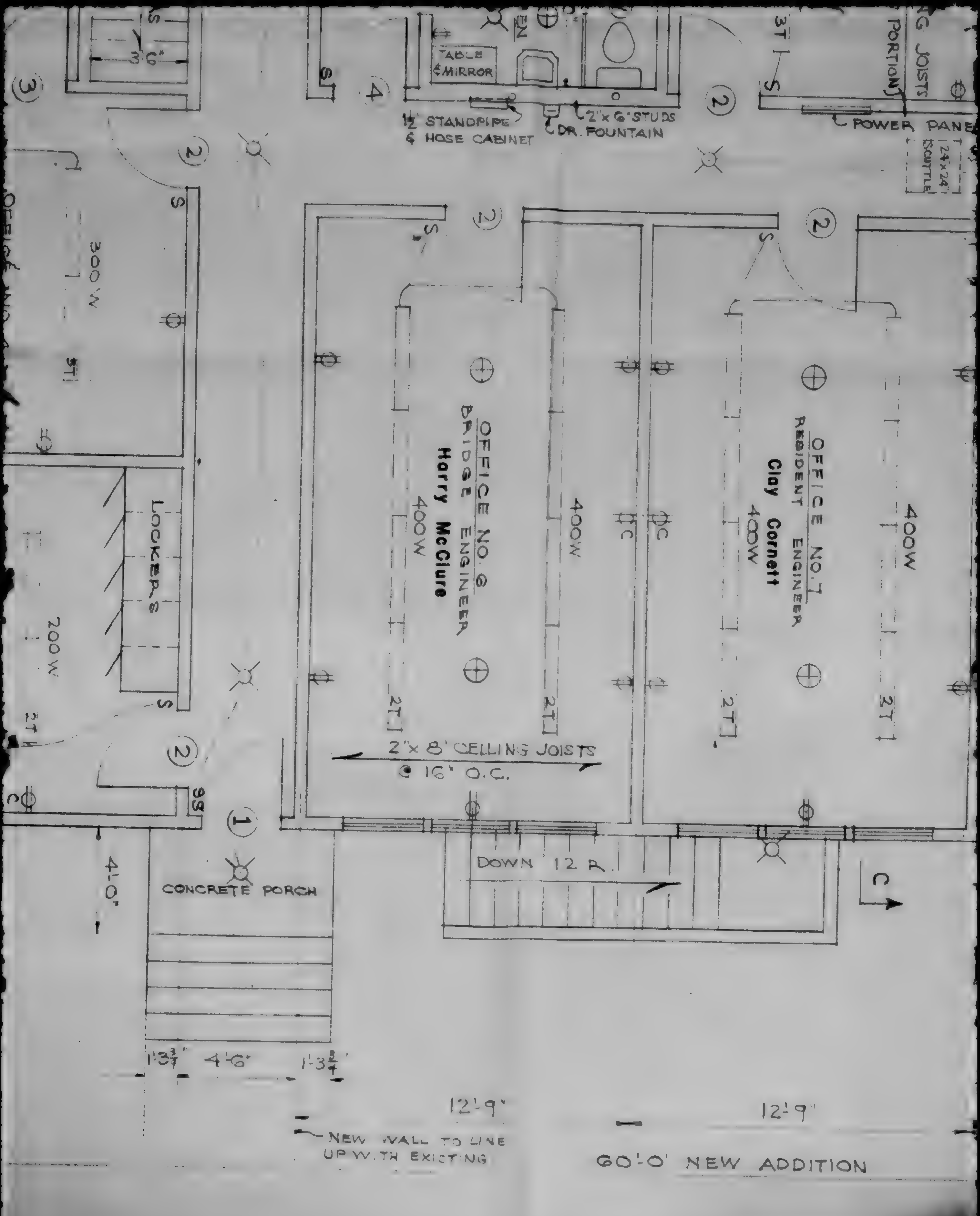
BRIDGE ENGINEER

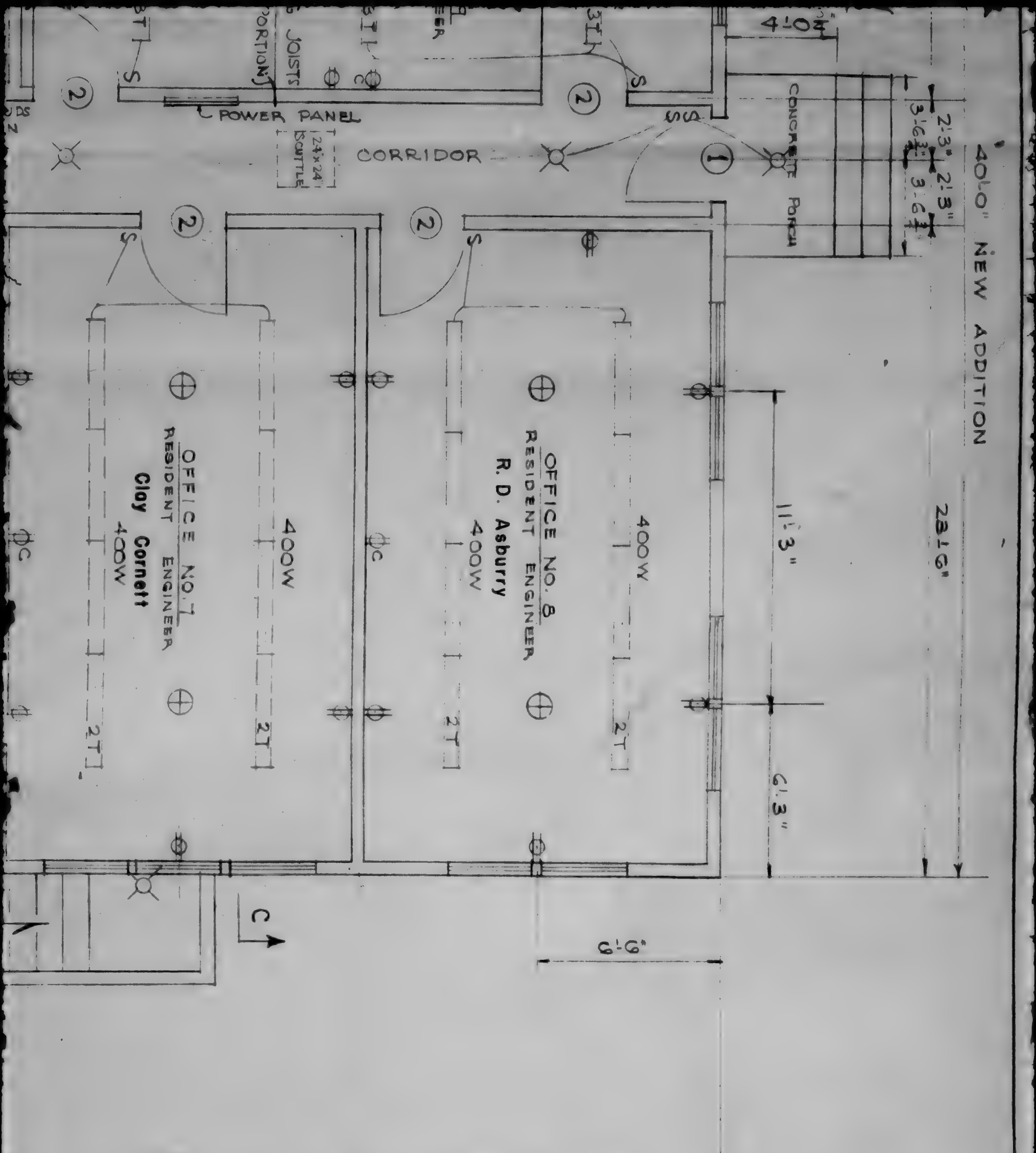
OREGON
STATE HIGHWAY DEPARTMENT
ADDITION TO
DIVISION OFFICE BUILDING
AT
ROSEBURG, DOUGLAS COUNTY

DRAWN BY CCS
TRACED BY CCS
JULY 30, 1953

JOB NO. 2248-A
SHEET 3 OF 8
DRAWING NO. 11015

NOTED
W. W. SHIFFLER

3'-6"
TABLE & MIRROR
3T
PORTION
G. JOISTS
1½" STANDPIPE & HOSE CABINET
2"x 6" STUDS
DR. FOUNTAIN
POWER PANE
24"x24" SCUTTLE
300 W
OFFICE NO. 6
BRIDGE ENGINEER
Harry McClure
400 W
OFFICE NO. 7
RESIDENT ENGINEER
Clay Cornett
400 W
LOCKERS
200 W
2T
2"x 8" CEILING JOISTS @ 16" O.C.
DOWN 12 R.
C
CONCRETE PORCH
4'-0"
1'-3¾"
4'-6"
1'-3¾"
12'-9"
12'-9"
NEW WALL TO LINE UP WITH EXISTING
60'-0" NEW ADDITION


POWER PANEL
JOISTS
PORTION
24×24 SCUTTLE
CORRIDOR
CONCRETE PORCH
4'-0"
2'-3"
3'-6"
40'-0" NEW ADDITION
OFFICE No. 7
RESIDENT ENGINEER
Clay Cornett
400W
OFFICE No. 8
RESIDENT ENGINEER
R. D. Asburry
400W
2T
11'-3"
6'-3"
28'-6"
6'-6"
C
12'-9"
APPROX. 13'-0"
-0" NEW ADDITION

ASH HINGED AT TOP
⅜" DOUBLE RUN, CHECK RAIL

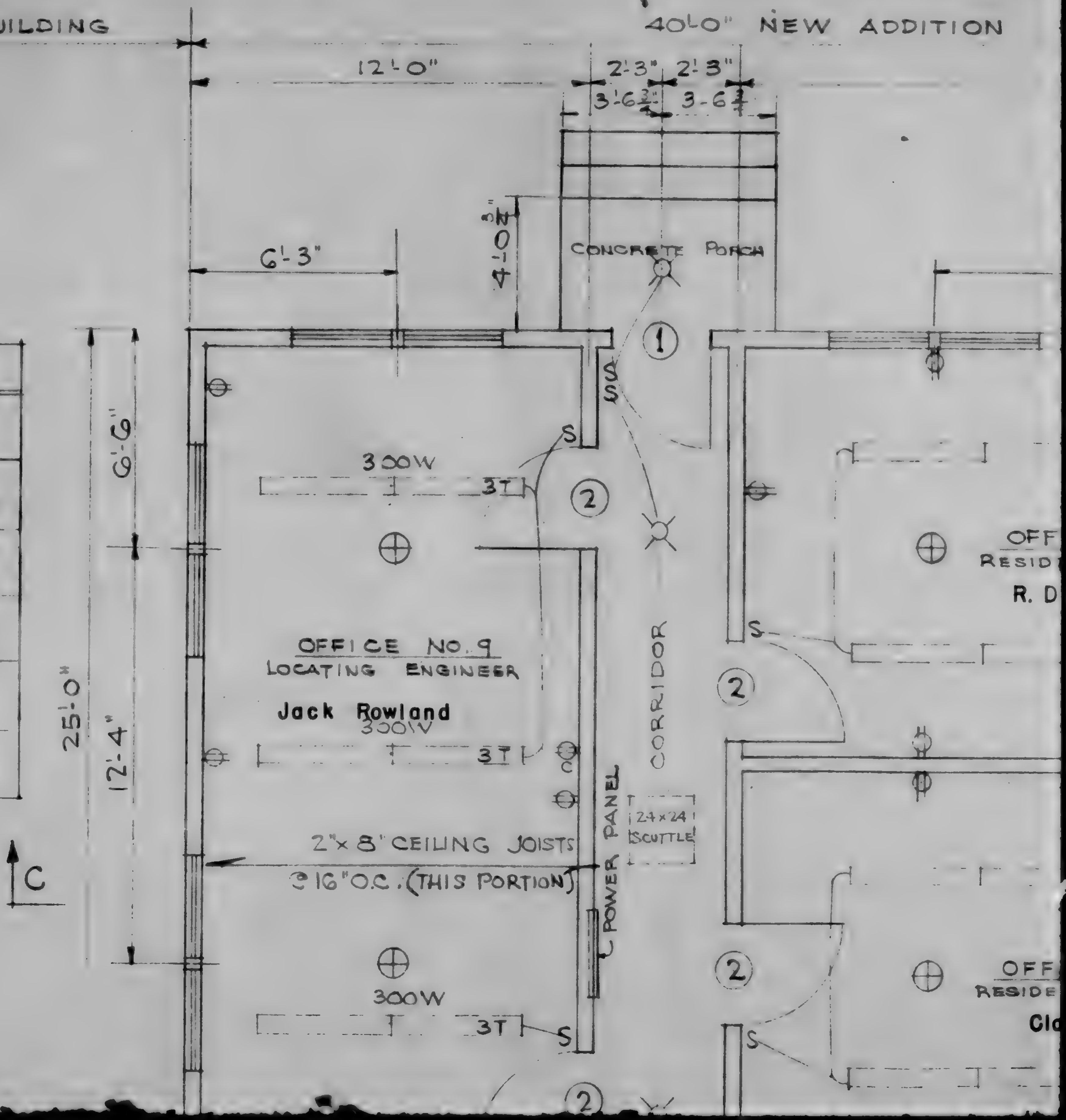
MAY BE USED IN REAR WALL.

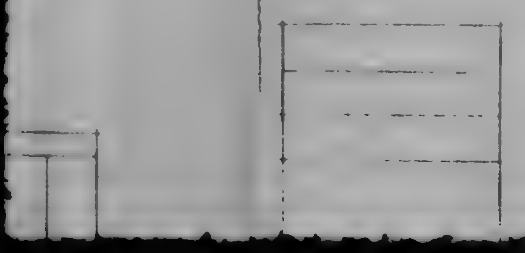
ULL NOSE.

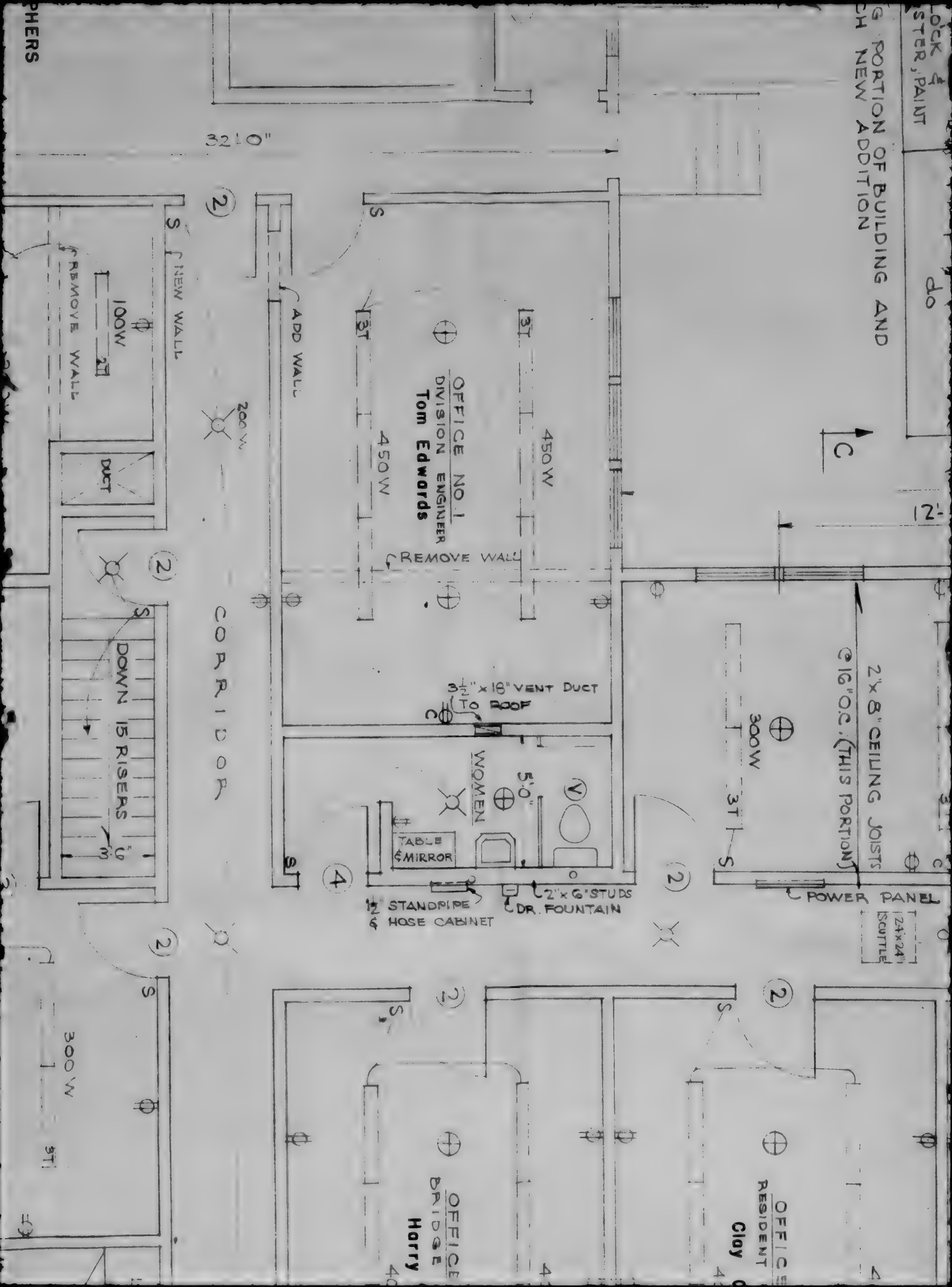
OF FINISH

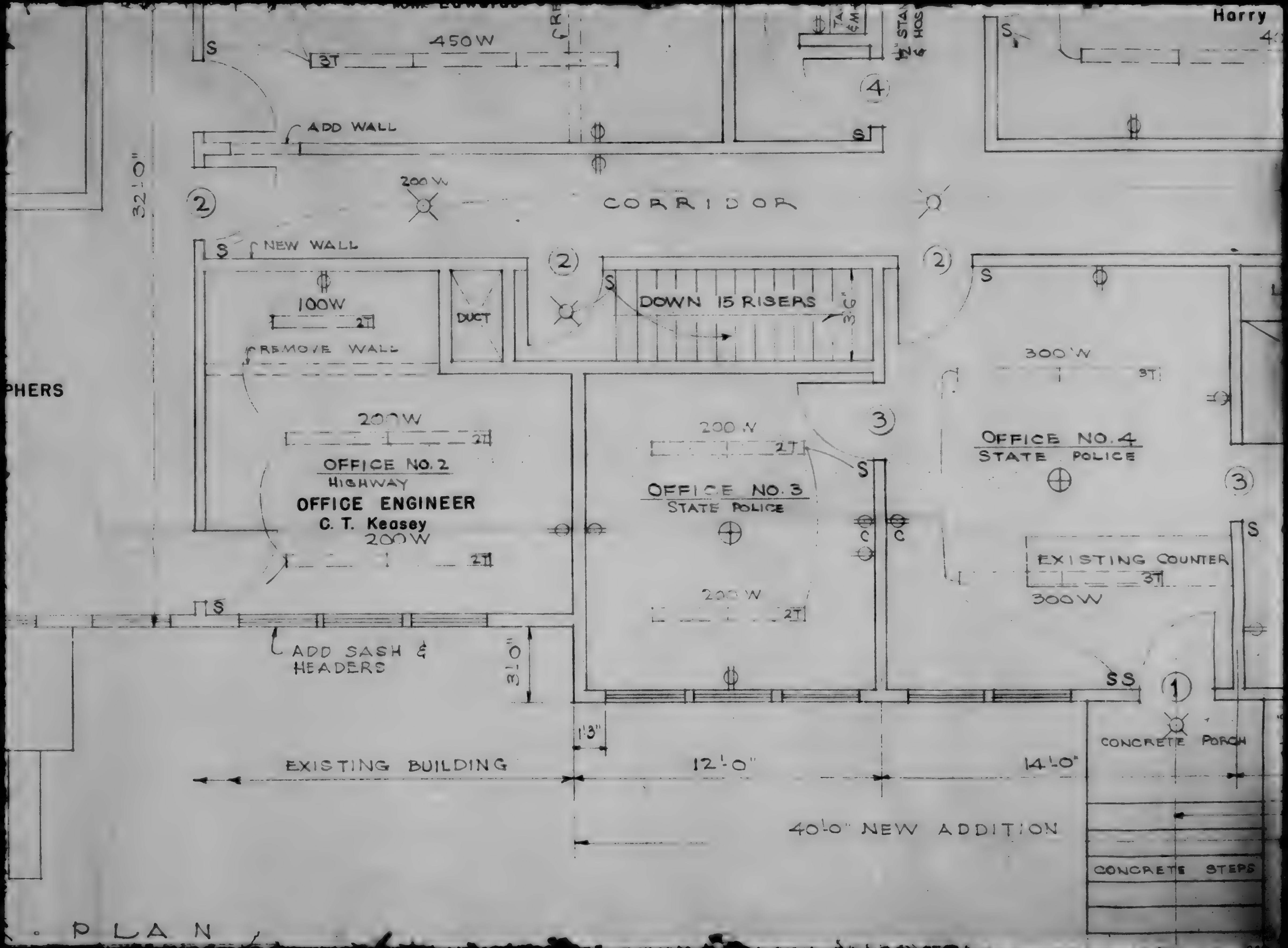
ALLS	CEILING
PLASTER & D AS SPECIFIED	½" ACCOUSTIC TILE ON PLASTER
do	½" ACCOUSTIC TILE ON ½" GYPSUM BOARD
do	do
do	LATH & PLASTER & PAINTED AS SPECIFIED
OR - CONCRETE -PLASTERED & PAINT	do
Y BLOCK & PLASTER, PAINT	do

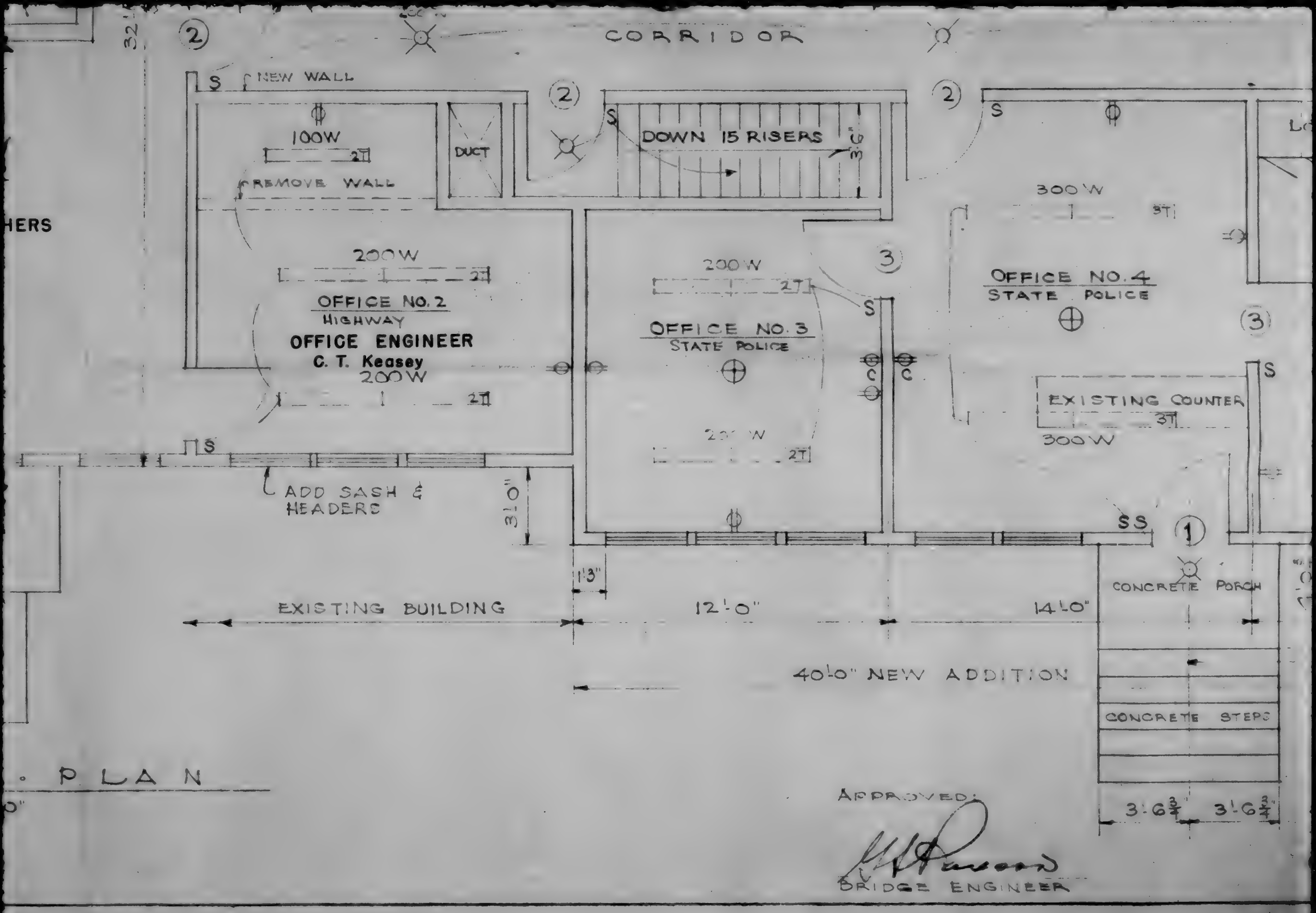
STING PORTION OF BUILDING AND
MATCH NEW ADDITION

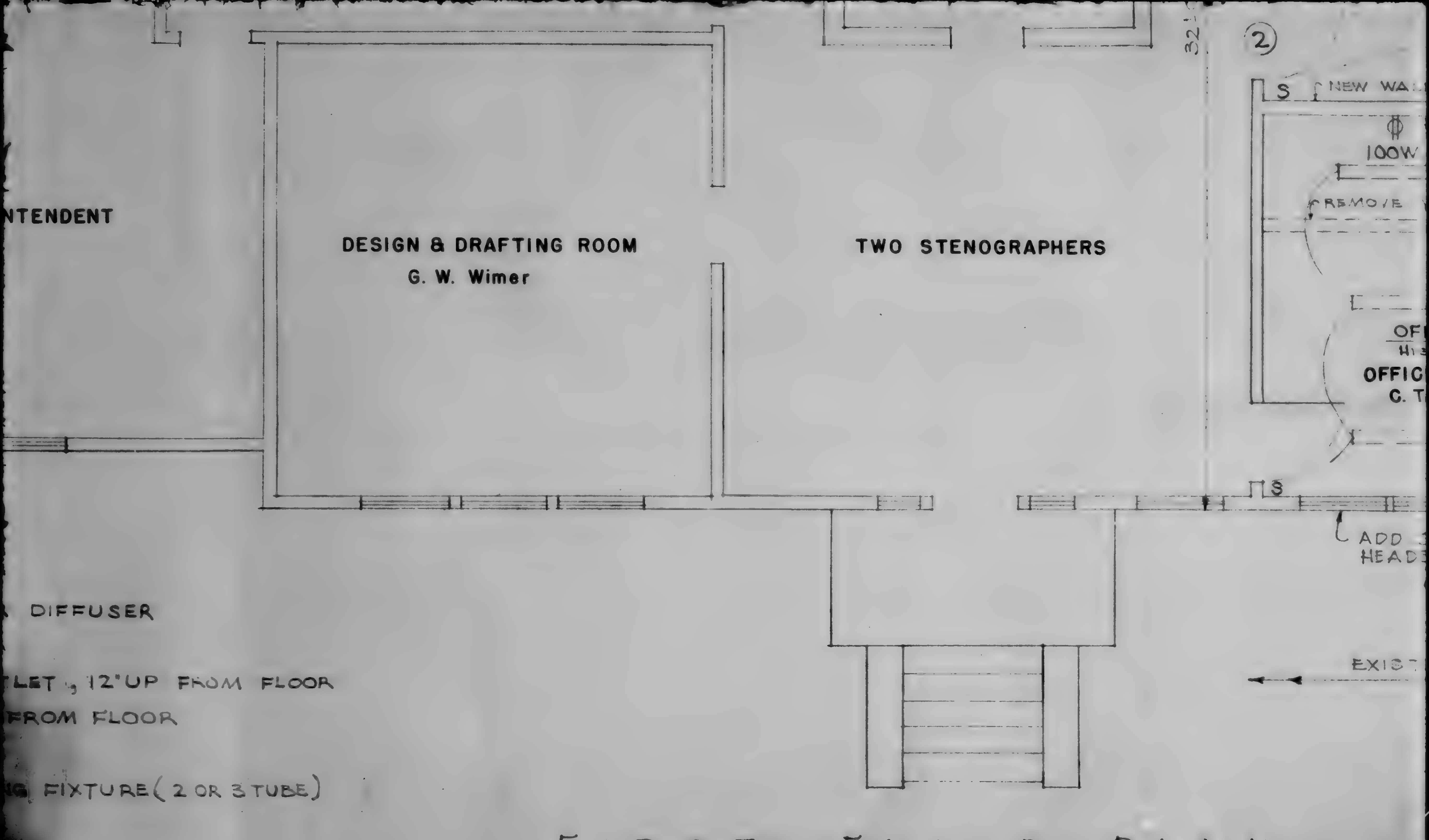





PHERS
32'-0"
2
S
REMOVE WALL
NEW WALL
100W
ADD WALL
200W
DUCT
3T
OFFICE NO 1
DIVISION ENGINEER
Tom Edwards
450W
450W
3T
REMOVE WALL
2
S
CORRIDOR
DOWN 15 RISERS
3½" x 18" VENT DUCT
TO ROOF
WOMEN
5'0"
V
TABLE & MIRROR
S
4
1½" STANDPIPE & HOSE CABINET
2"x 6" STUDS
DR. FOUNTAIN
2
2
S
2
2
S
S
300W
3T
OFFICE
BRIDGE
Harry
OFFICE
RESIDENT
Clay
G PORTION OF BUILDING AND
CH NEW ADDITION
OCK &
STER, PAINT
do
C
12'-
2"x 8" CEILING JOISTS
@16" O.C. (THIS PORTION)
300W
3T
S
POWER PANEL
24x24" SCUTTLE
300W
3T


Harry
450W
3T
ADD WALL
S
4
32'-0"
2
200 W
CORRIDOR
NEW WALL
2
2
100W
2T
REMOVE WALL
DUCT
DOWN 15 RISERS
3'6"
PHERS
300 W
3T
200W
2T
3
OFFICE NO. 4
STATE POLICE
OFFICE NO. 2
HIGHWAY
OFFICE ENGINEER
C. T. Keasey
200W
200 W
2T
OFFICE NO. 3
STATE POLICE
3
C
C
EXISTING COUNTER
3T
300W
200 W
2T
ADD SASH &
HEADERS
3'-0"
SS
1
1'3"
CONCRETE PORCH
EXISTING BUILDING
12'-0"
14'-0"
40'-0" NEW ADDITION
CONCRETE STEPS
PLAN


CORRIDOR
HERS
32'
NEW WALL
REMOVE WALL
100W
2T
DUCT
DOWN 15 RISERS
6"
3
OFFICE NO. 2
HIGHWAY
OFFICE ENGINEER
C. T. Keasey
200W
2T
OFFICE NO. 3
STATE POLICE
200W
2T
OFFICE NO. 4
STATE POLICE
300W
3T
EXISTING COUNTER
S
SS
C
(1)
(2)
(3)
ADD SASH & HEADERS
3'-0"
1'3"
EXISTING BUILDING
12'-0"
14'-0"
40'-0" NEW ADDITION
CONCRETE PORCH
CONCRETE STEPS
3'-6¾"
3'-6¾"
PLAN
APPROVED:
BRIDGE ENGINEER

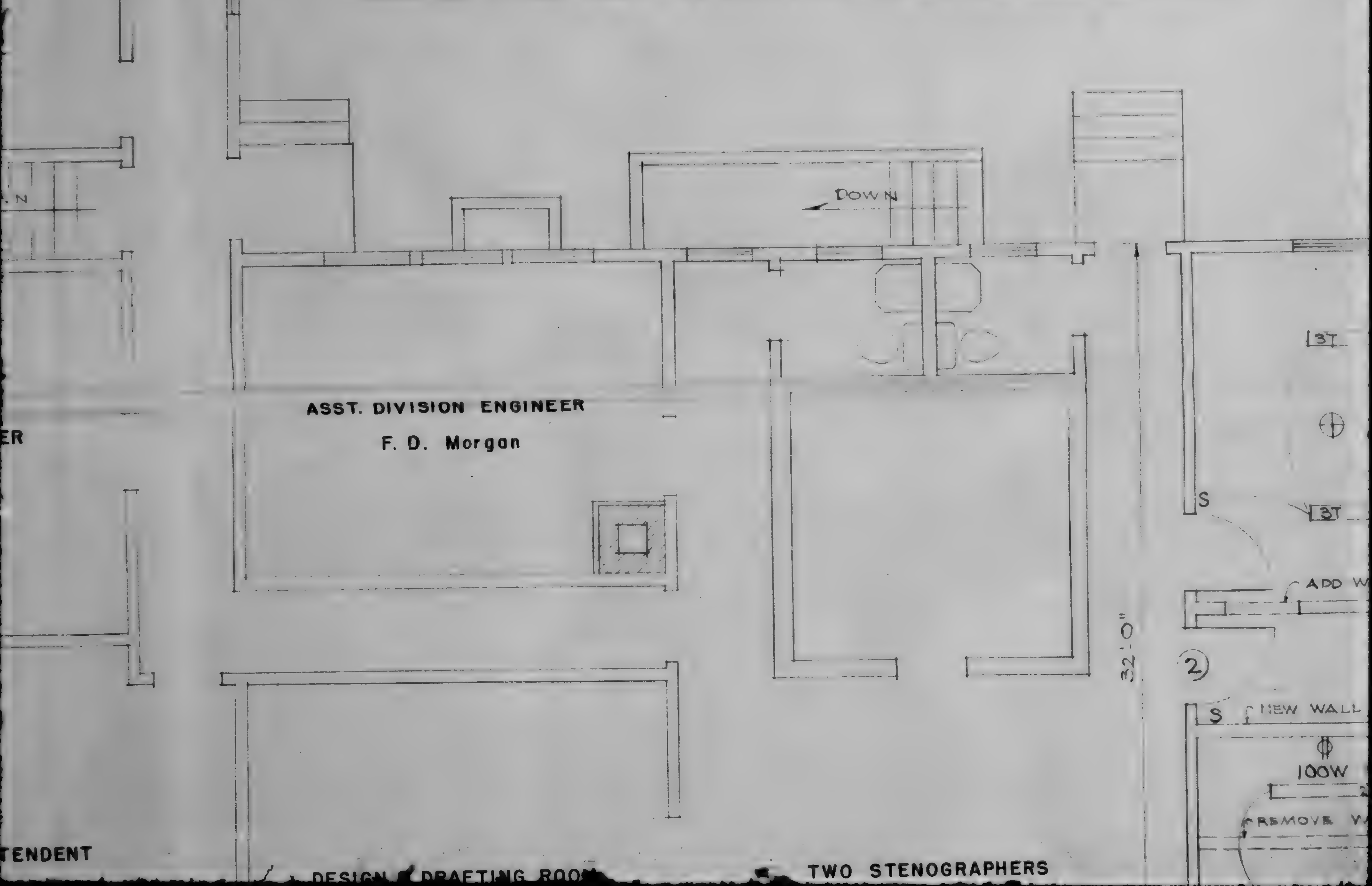


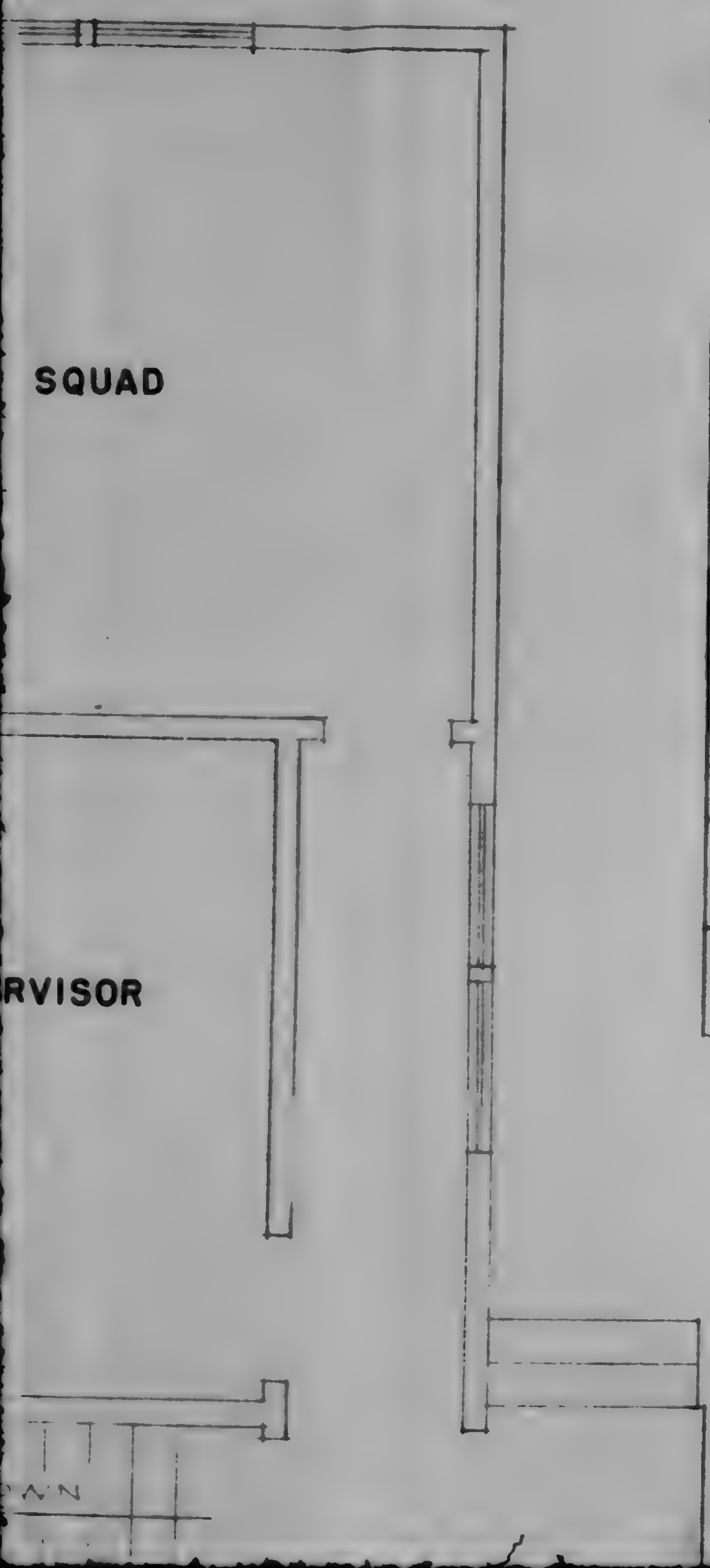
FIRST · FLOOR · PLAN

SCALE $\frac{1}{4}$" = 1'-0"

ROOMS			
BASEMENT CORRIDOR	do	MASONRY BLOCK & LATH & PLASTER, PAINT	do

OFFICES NO. 1 & NO. 2 ARE LARGELY IN EXISTING PORTION OF BUILDING AND SHALL BE REMODELLED AS INDICATED TO MATCH NEW ADDITION





DOORS PER DETAIL DRAWINGS.

EXISTI

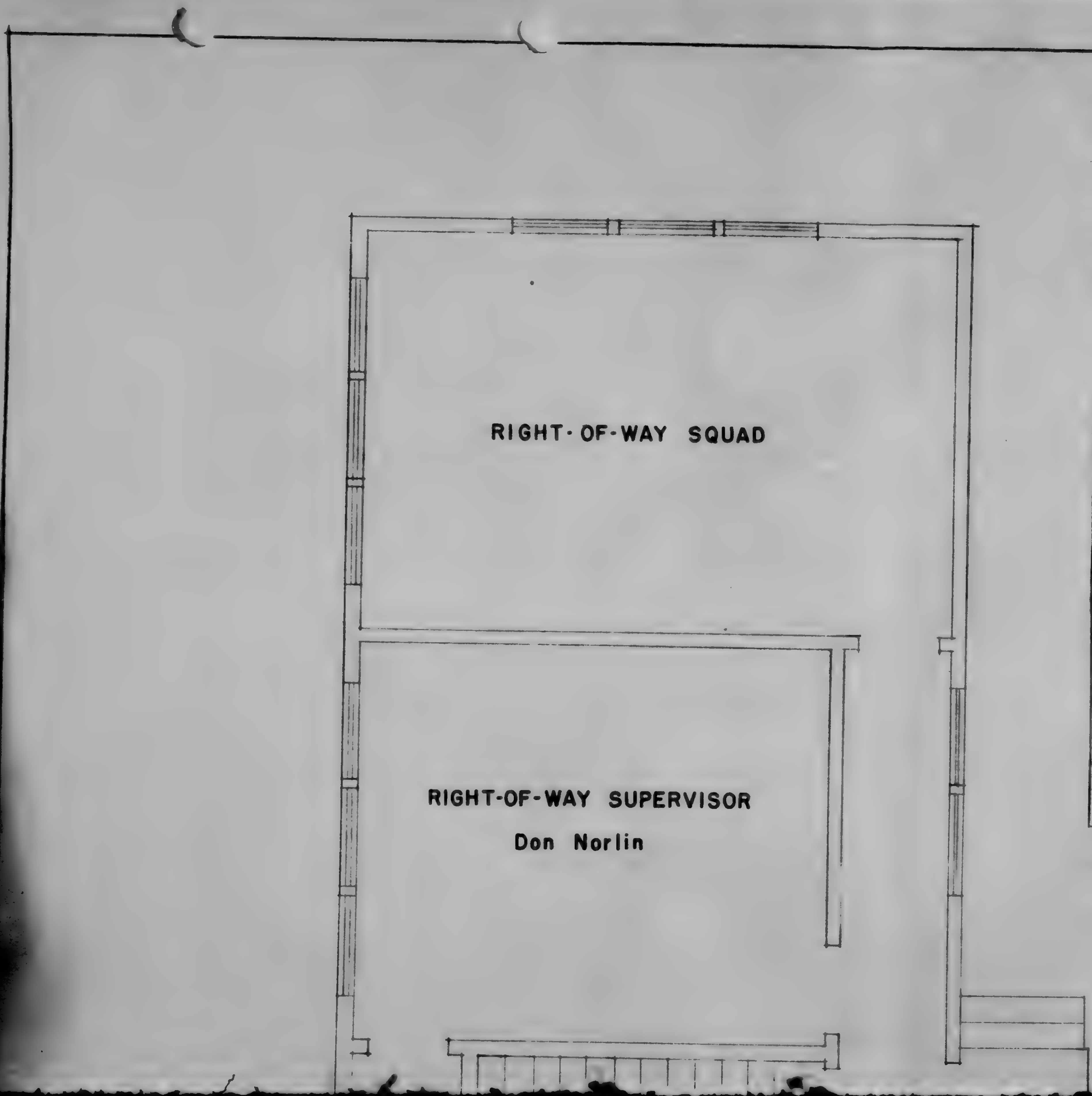
WINDOWS:

ALL BASEMENT SASH 3 LIGHT 10"x14"- 1$\frac{3}{8}$" SASH HINGED AT TOP
ALL FIRST FLOOR SASH 12 LIGHT 10"x14" x 1 3/8" DOUBLE RUN, CHECK RAIL
SASH TO MATCH EXISTING. GLAZING DS. "B"
SASH IN GOOD CONDITION FROM EXISTING WALL MAY BE USED IN REAR WALL.
EXTERIOR CASINGS TO MATCH EXISTING.
INTERIOR DOOR & WINDOW CASINGS 3/4" x 2$\frac{1}{2}$" BULL NOSE.

SCHEDULE OF FINISH

ROOM	FLOOR	WALLS	CEILING
OFFICES NO.1 & 2	WOOD - ASPHALT TILE & COVE BASE	LATH & PLASTER & PAINTED AS SPECIFIED	1/2" ACCOUSTIC ON PLASTER
OFFICES NO 3 TO 9	do	do	1/2" ACCOUSTIC ON 1/2" GYPSUM
CORRIDORS & STAIRS	do (WOOD STAIRS)	do	do
TOILETS	1ST. FLOOR - ASPHALT TILE BASEMENT - CONCRETE	do	LATH & PLASTER PAINTED AS SP
BASEMENT ROOMS	4" CONCRETE	EXTERIOR - CONCRETE INTERIOR - PLASTERED & PAINT	do
BASEMENT CORRIDOR	do	MASONRY BLOCK & LATH & PLASTER, PAINT	do

OFFICES NO.1 & NO.2 ARE LARGELY IN EXISTING PORTION OF BUILDING AND SHALL BE REMODELLED AS INDICATED TO MATCH NEW ADDITION



DOORS PER DETAIL DRAWI

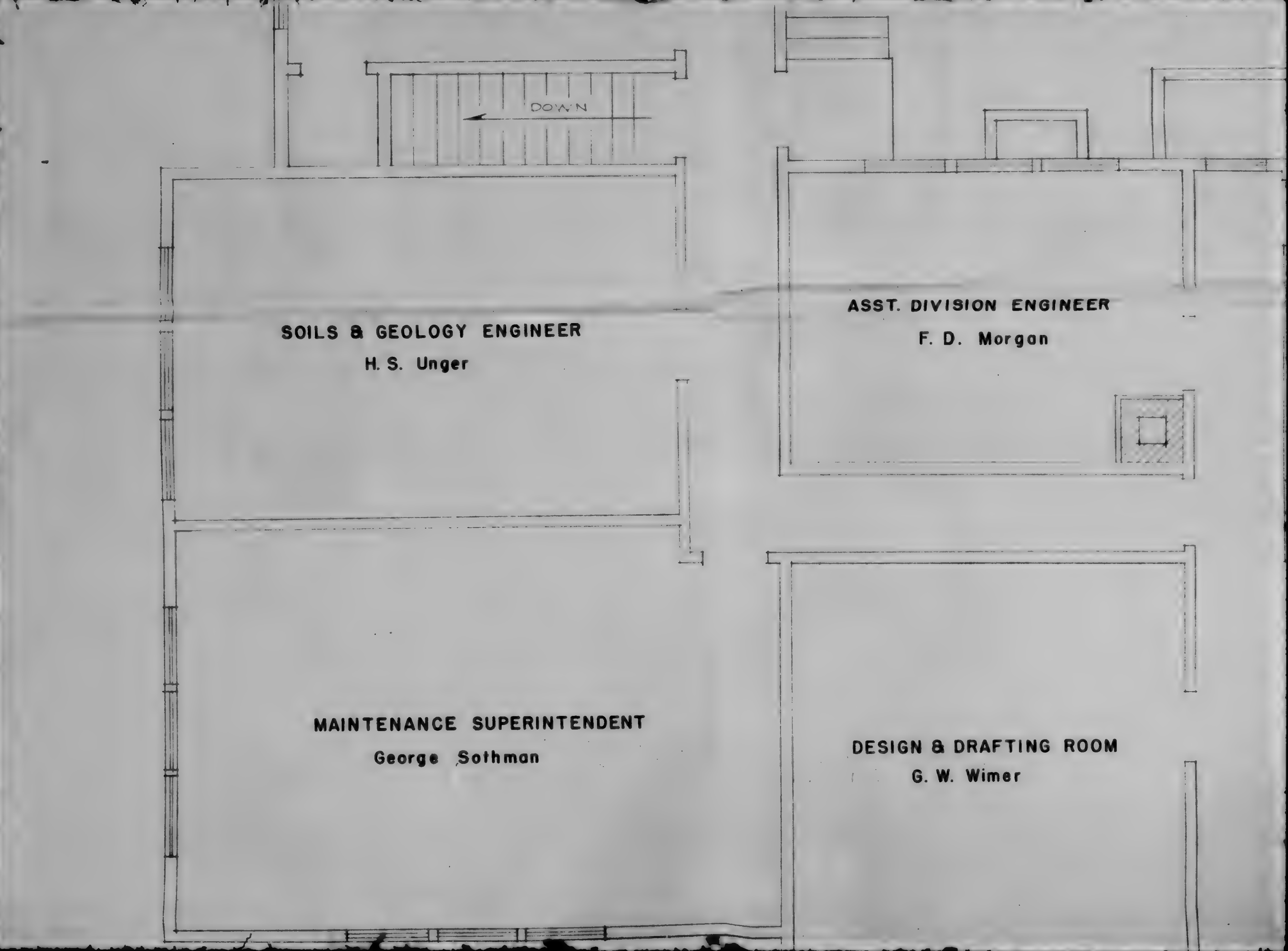
WINDOWS:

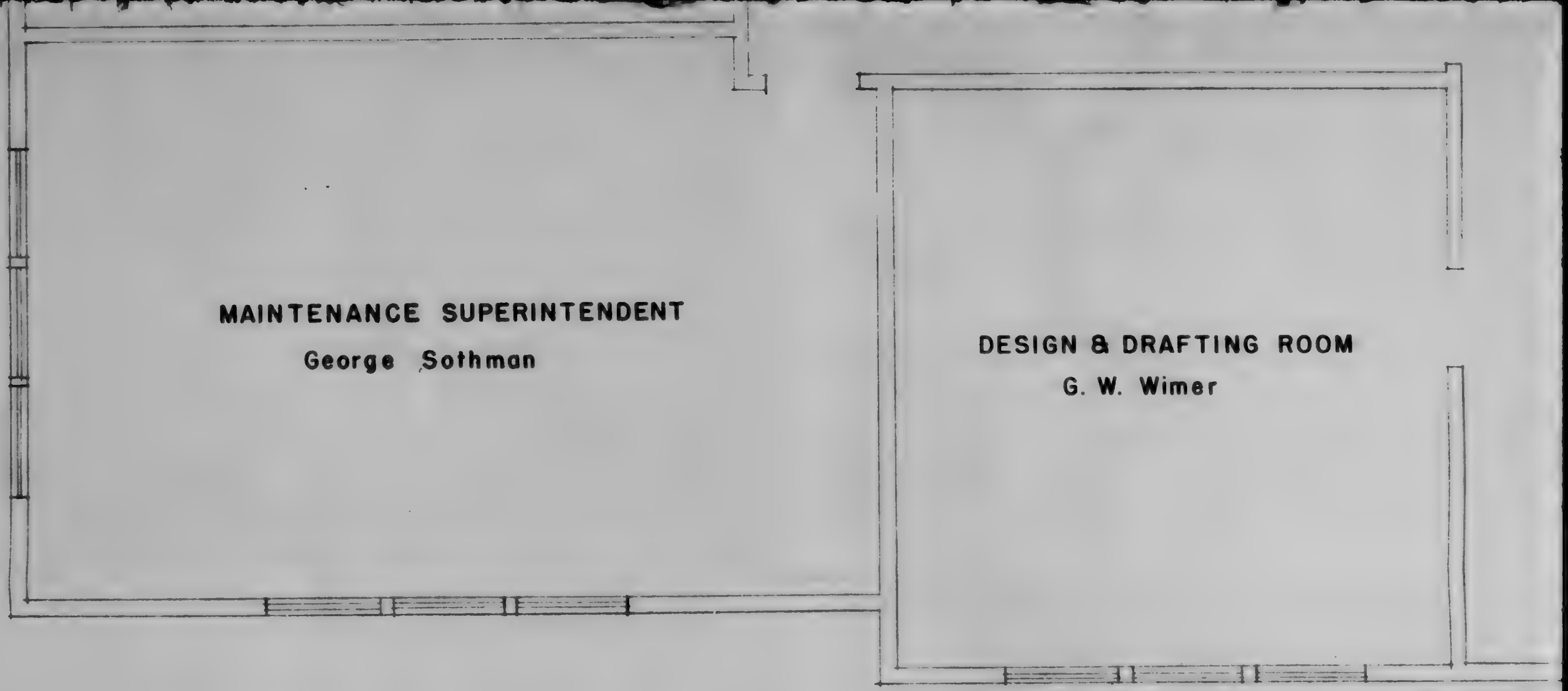
ALL BASEMENT SASH 3
ALL FIRST FLOOR SASH 1
SASH TO MATCH EXISTING
SASH IN GOOD CONDITION F
EXTERIOR CASINGS TO MA
INTERIOR DOOR & WINDOW

SC

ROOM	FLO
OFFICES NO.1 & 2	WOOD - ASP & COVE BA
OFFICES NO 3 TO 9	do
CORRIDORS & STAIRS	do
TOILETS	1ST. FLOOR - ASP BASEMENT -
BASEMENT ROOMS	4" CON
BASEMENT CORRIDOR	do

OFFICES NO.1 & NO.2 ARE
SHALL BE REMODELLED A


DOWN
SOILS & GEOLOGY ENGINEER
H. S. Unger
ASST. DIVISION ENGINEER
F. D. Morgan
MAINTENANCE SUPERINTENDENT
George Sothman
DESIGN & DRAFTING ROOM
G. W. Wimer



SYMBOLS:

- ⊕ CEILING TYPE WARM AIR DIFFUSER
- ⊗ CEILING LIGHT OUTLET
- ⊖ DUPLEX CONVENIENCE OUTLET, 12" UP FROM FLOOR
- ⊖C CLOCK OUTLET, 8'-0" UP FROM FLOOR
- S WALL SWITCH
- ▭ FLUORESCENT CEILING FIXTURE (2 OR 3 TUBE)

FIRST

FORM E-30 25M 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1953

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
Roseburg, Oregon

Dear Sir:

Herewith two sets of prints from the preliminary layout for the addition to the Roseburg office building. It will be appreciated if you would check these over and advise particularly as to the following points:

1. Check the floor plans and the basement plan as to arrangement and as to the location and direction of swing of the doors.

2. Give us the elevation of the existing ground around the permimeter of the proposed addition and also your recommendation as to the elevation of the finish grade around this permimeter.

3. We have shown a rear entrance in the proposed addition. We already have two rear entrances to the building, and it is possible to put a partition across the back hall and increase the size of the room shown for the Locating Engineer by the area of the hallway. We have also shown an optional wall in the Locating Engineer's office to divide this into two rooms.

4. We have not shown any outside entrance to the basement under the new addition, and, since the southerly part of the basement under the existing building is not excavated, there would be no connection between the two basements. I believe we should have a basement entrance and would ask that you suggest a location for it. It should not enter in the angle between the existing building and the addition as this would prevent us from putting the plumbing fixtures in the lunch room on the same water and sewer line as the toilet facilities in the adjacent room.

Please mark up one set of these plans and return.

Very truly yours,

G. S. Paxson
Bridge Engineer

NOTED
W. W. STIFFLER

GSP:gm
Encl.
cc W. W. Stiffler(1)

RECEIVED
FOR FILING
FORM E-30 2SM 9-51 52319

Maint
1-Engr + Files

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1953

SUBJECT: Additional Phone Service -
Roseburg Division Office

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

In connection with the construction of a new wing on the Division office at Roseburg, it has been figured out that the additional phone service required will require one more trunk line. There are now two trunk lines and three extensions which are inadequate so that the present phone service is unsatisfactory.

Mr. Edwards suggests that we authorize him to proceed at once with the installation of the third trunk line at this time so that their service will be benefited thereby immediately.

The cost of the three trunk lines and 14 extensions will be approximately $130. The present telephone service consisting of two trunk lines and 9 extensions costs approximately $80. The cost of the service with three trunk lines and 9 extensions will be somewhere between the present $80 and the final $130 that we can anticipate when the new rooms are all occupied.

Mr. Edwards states that phone service has been very poor and we concur in his recommendation that the installation of the third telephone line be authorized at this time.

I attach a copy of Mr. Winer's letter written for Mr. Edwards when he was ill. The letter was not very clear to us and while talking to Mr. Edwards on the phone about another matter we were given the above figures.

Approved 5-1-53
W. W. Stiffler
Copies to Chief

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
Encl.
cc-

NOTED
W. W. STIFFLER

RECEIVED
APR 6 1953
FOR FILING

[illegible]
Bldgs.

Roseburg

p

Salem, Oregon
April 3, 1953

Mr. I. A. De France

While returning from Coquille this week, Mr. Baldock stopped at the Roseburg Division Office and, after a discussion with Mr. Edwards, has approved constructing a basement under the new proposed extension of the existing building on the south. Since Mr. Paxson's rough estimate was between $9,000 and $10,000, it may be necessary to eliminate the storage building proposed to be constructed on the southerly line of our property, in order to finance the overrun of our budget.

If necessary to defer the construction of the storage building, the same can be rebudgeted for 1954.

The main objective from the standpoint of the Division Engineer is to have a large room suitable to accommodate several persons as a conference room.

W. W. Stiffler

WWS:er

cc Mr. G. S. Paxson
Mr. Tom Edwards

[illegible] FOR FILING

FORM E-30 25M 9-51 92315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1953

SUBJECT: Proposed addition to Roseburg Division Office also Car Storage Building

To:

Mr. G. S. Paxson
Bridge Engineer
O f f i c e

Dear Sir:

Herewith print of Map of Roseburg Division Headquarters showing two buildings proposed for immediate construction. The first is an addition to the Division Office in the form of a south wing 40'x60'. No basement is required. It can be frame or fireproof construction.

The second building proposed is a car storage building 24' x 108' consisting of 12 car storage bays. This building should be of fireproof construction either block or poured concrete with metal roof and uplift doors. Very few windows, possibly none, will be required.

The office building extension is provided for in the 1953 Budget; the car storage building will be covered within the budget and the lay out has been approved by Mr. Baldock. Our preliminary estimate of cost is - Office extension 40'x60' = 2400 sq. ft. at $10.00 - $24,000. The cost of the car storage building is estimated at 108' x 24' = 2592 sq. ft. $4.00 = $10,368. Total for both buildings $34,368 plus $4296 contingencies making $38,664 or in round figures $40,000.

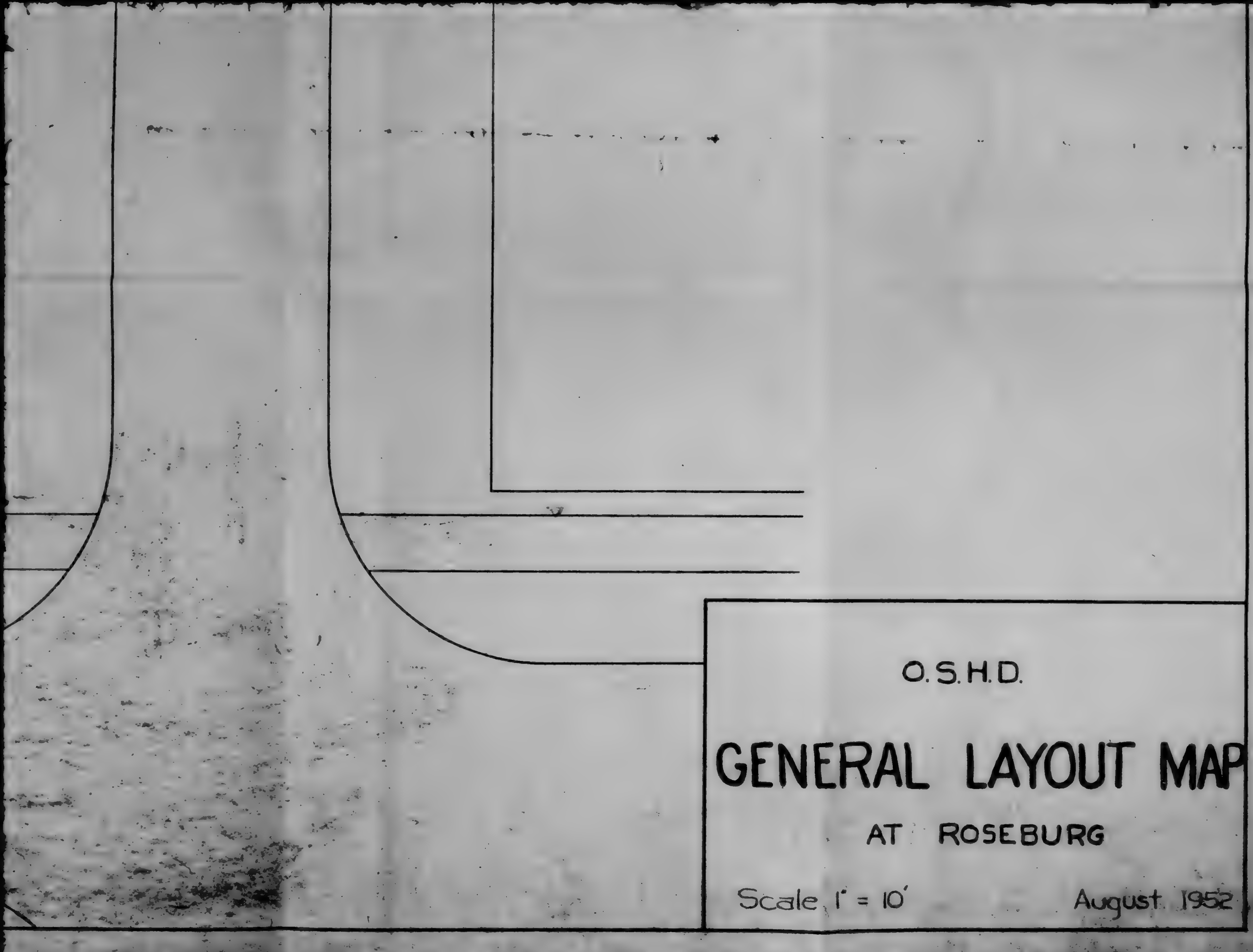
The Division office at Roseburg is badly crowded and it is desired to place the two buildings under contract as soon as possible.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
Encl.
cc- W. W. Stiffler ✓
Tom Edwards

NOTED
W. W. STIFFLER



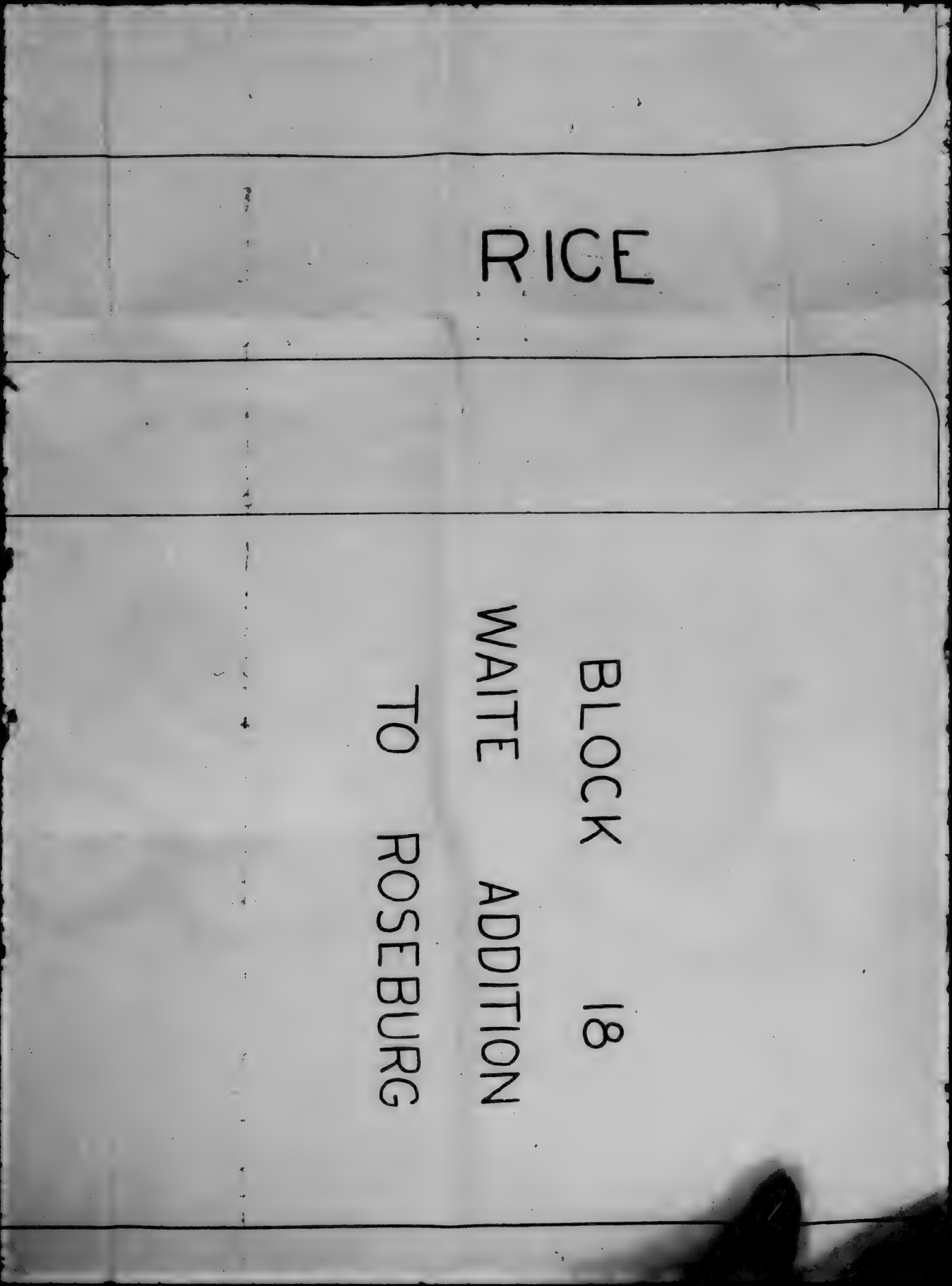
O.S.H.D.

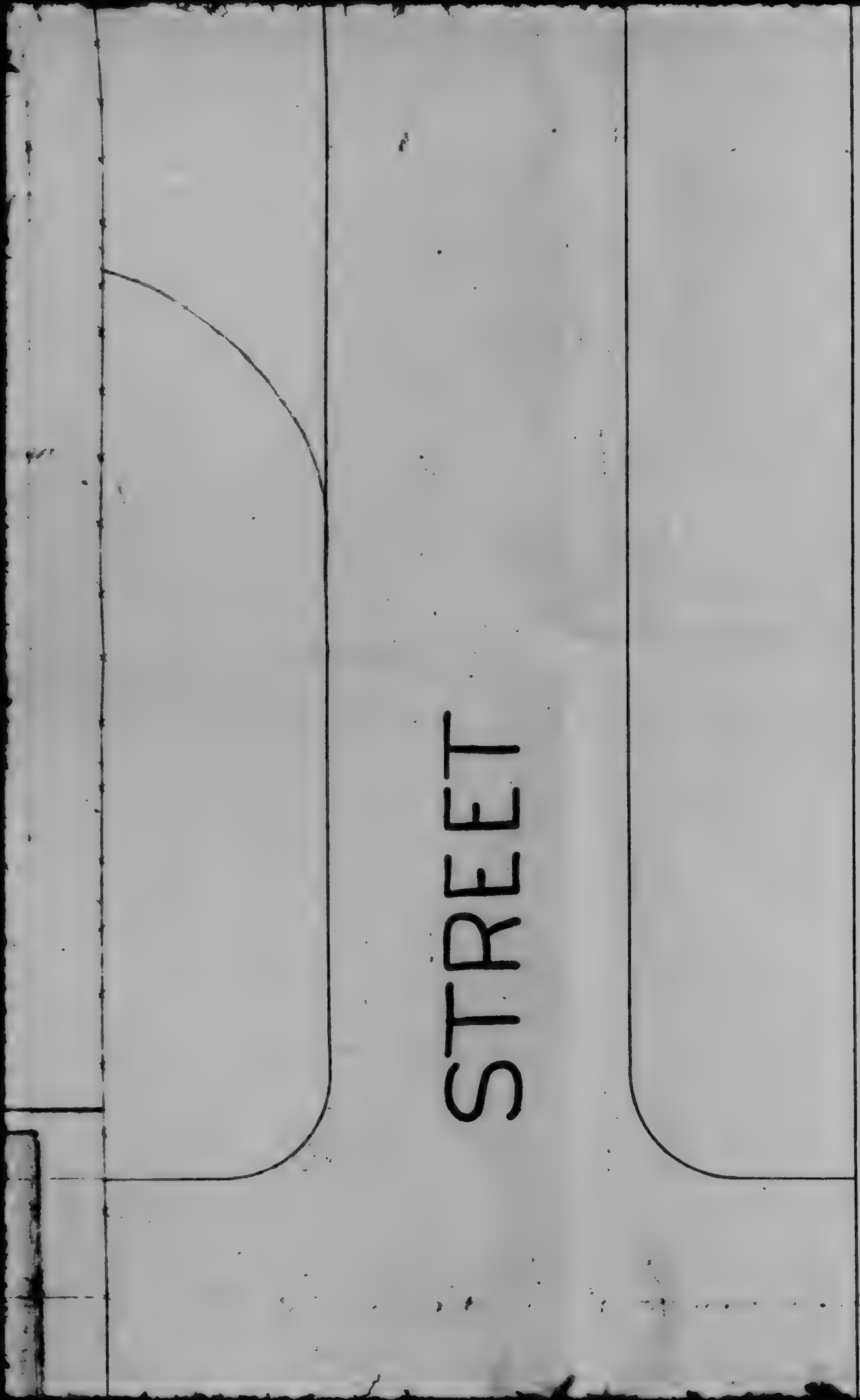
GENERAL LAYOUT MAP

AT ROSEBURG

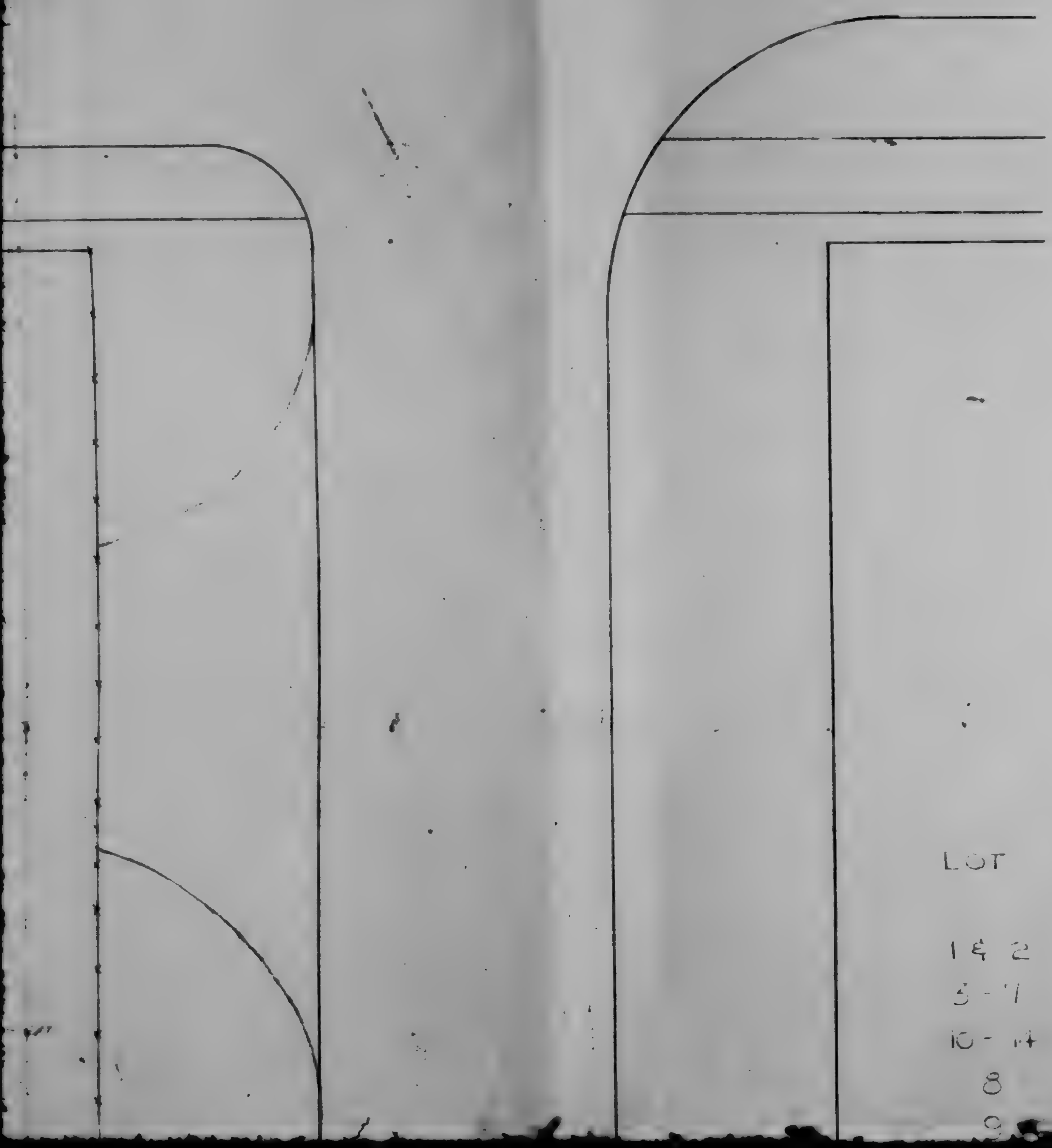
Scale 1" = 10'

August 1952

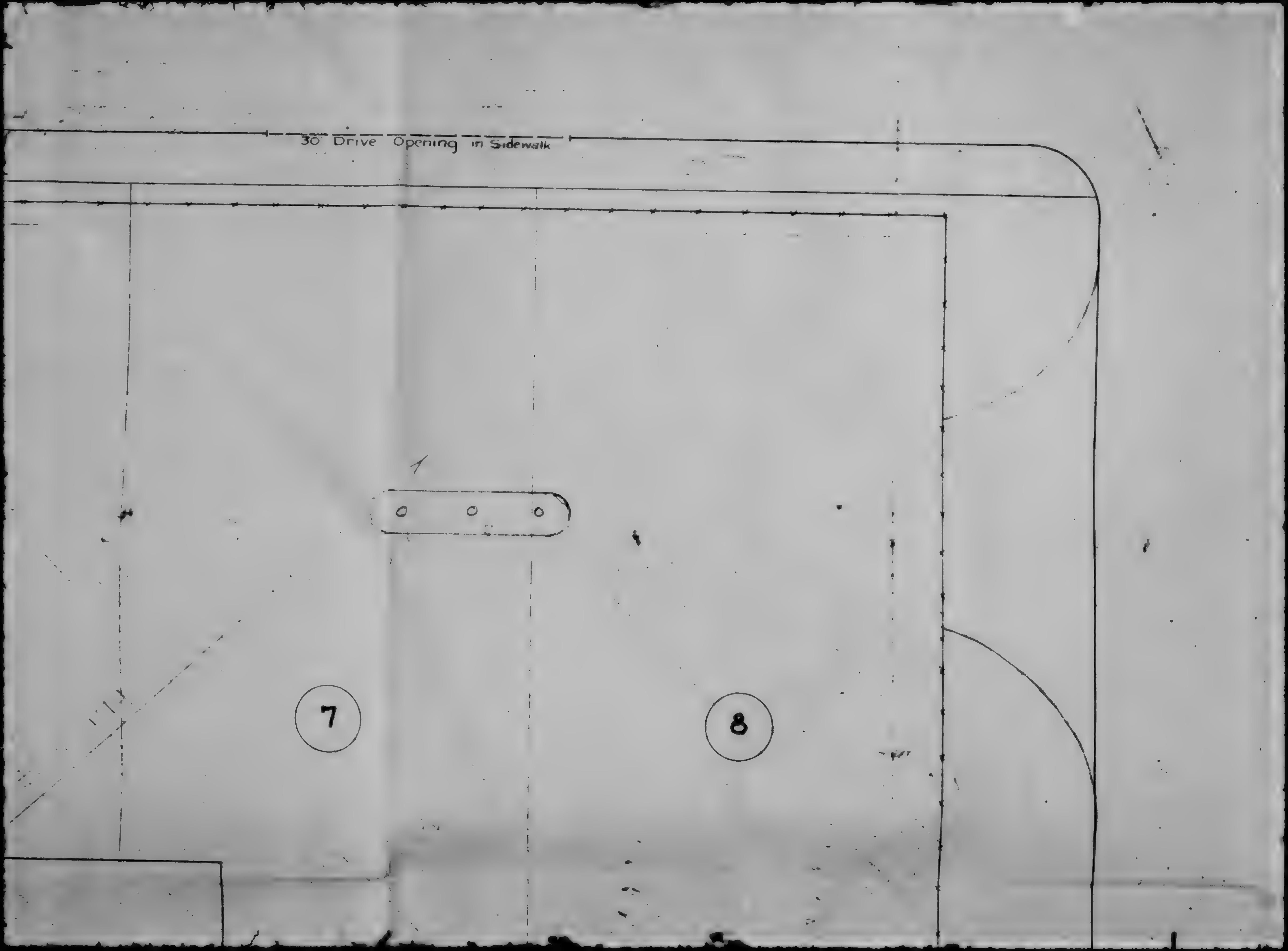

RICE
BLOCK 18
WAITE ADDITION
TO ROSEBURG

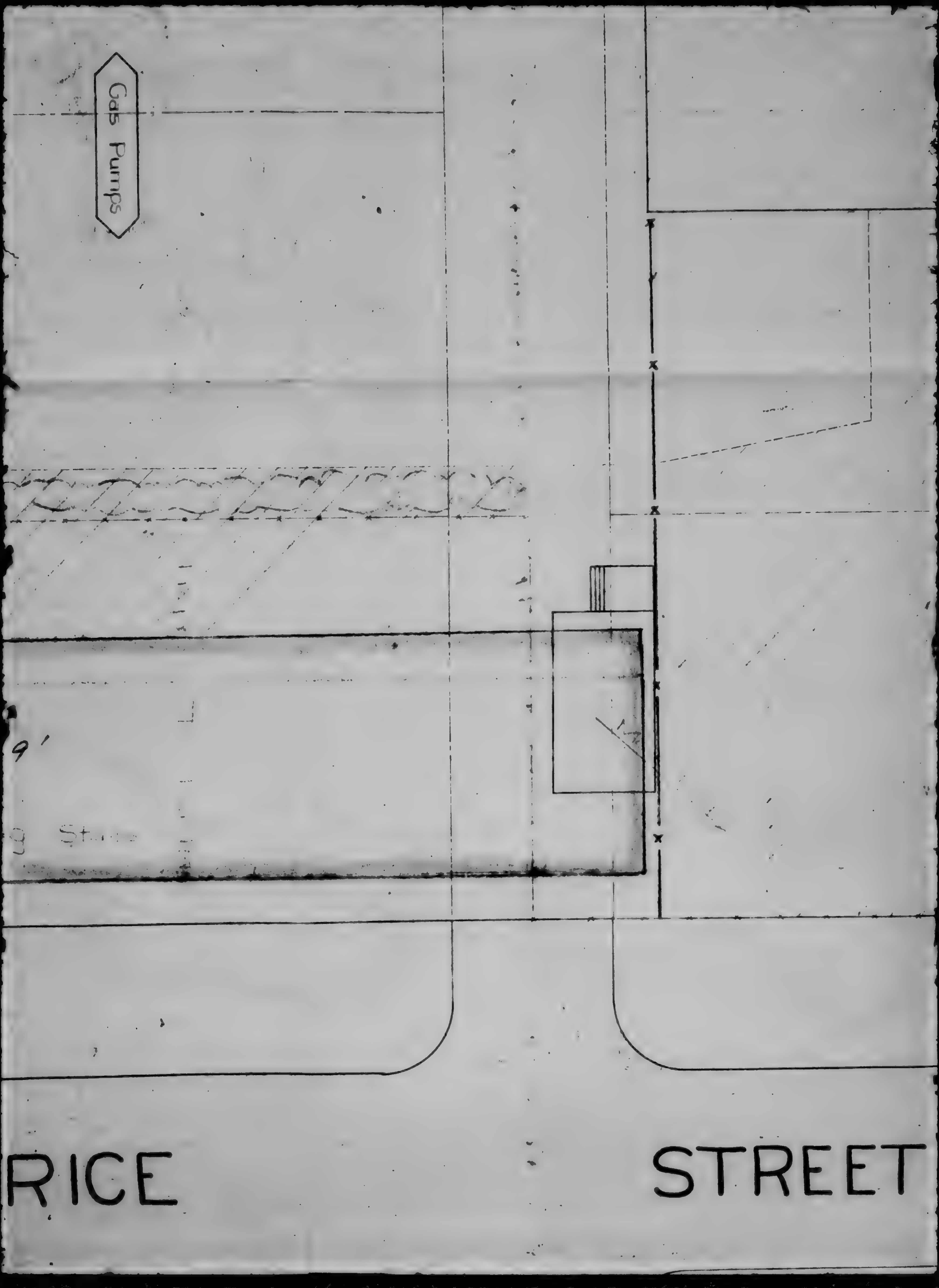


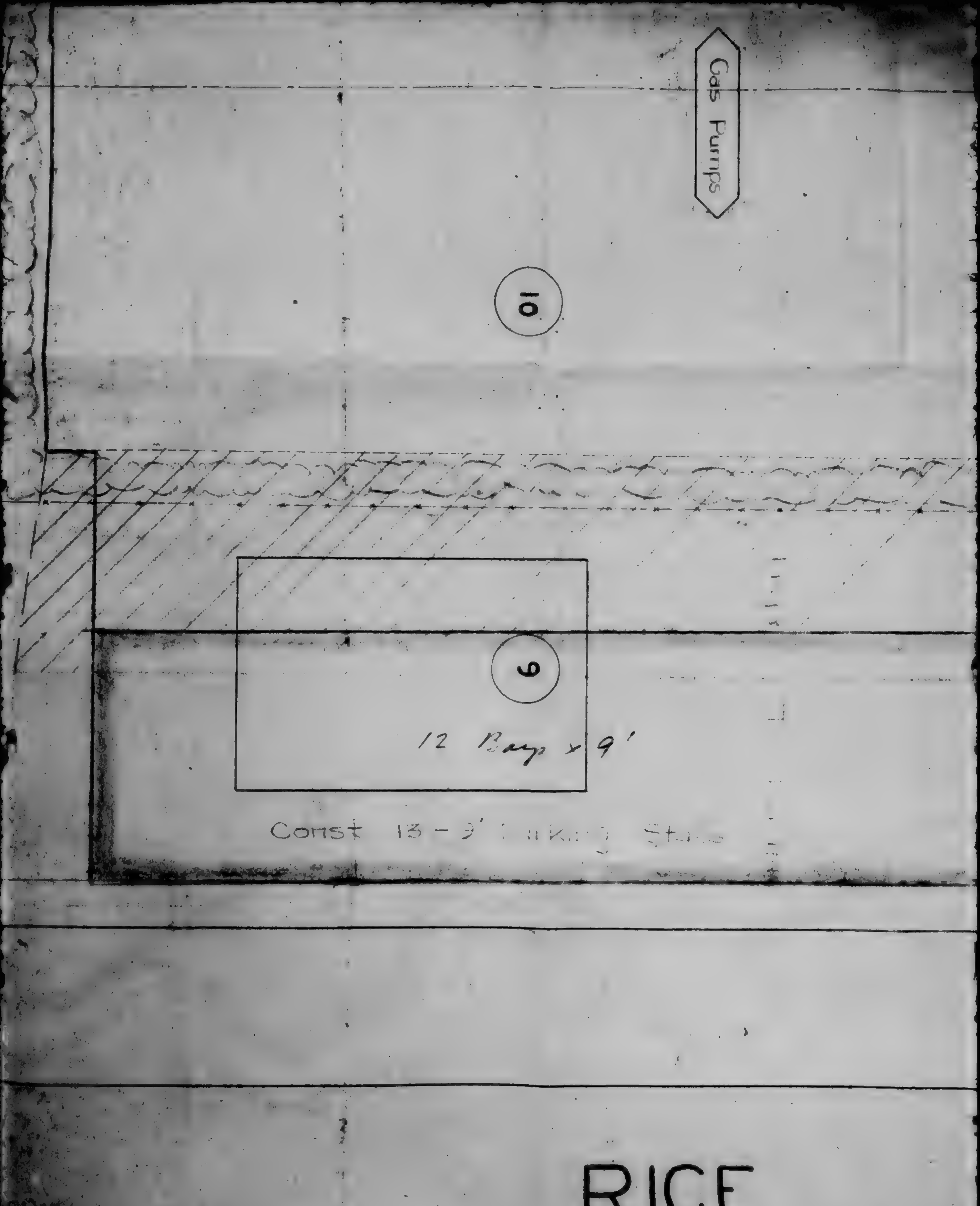
LOT	OWNER		File No.
1 & 2	Elmore L. & Lois Jean Hill Mable P. Taylor	V198 P491 V105 P539 V107 P560 V108 P406	
3 - 7 10 - 14	O.S.H.D	V95 P483 V95 P536 V101 P308	M 77
8	O.S.H.D	V106 P578	1456 A
9	J. Frank	V105 P506	
15	O.S.H.D	V101 P309	M77-B
16	O.S.H.D		
Alley	Vacated	Aug 6, 1934	

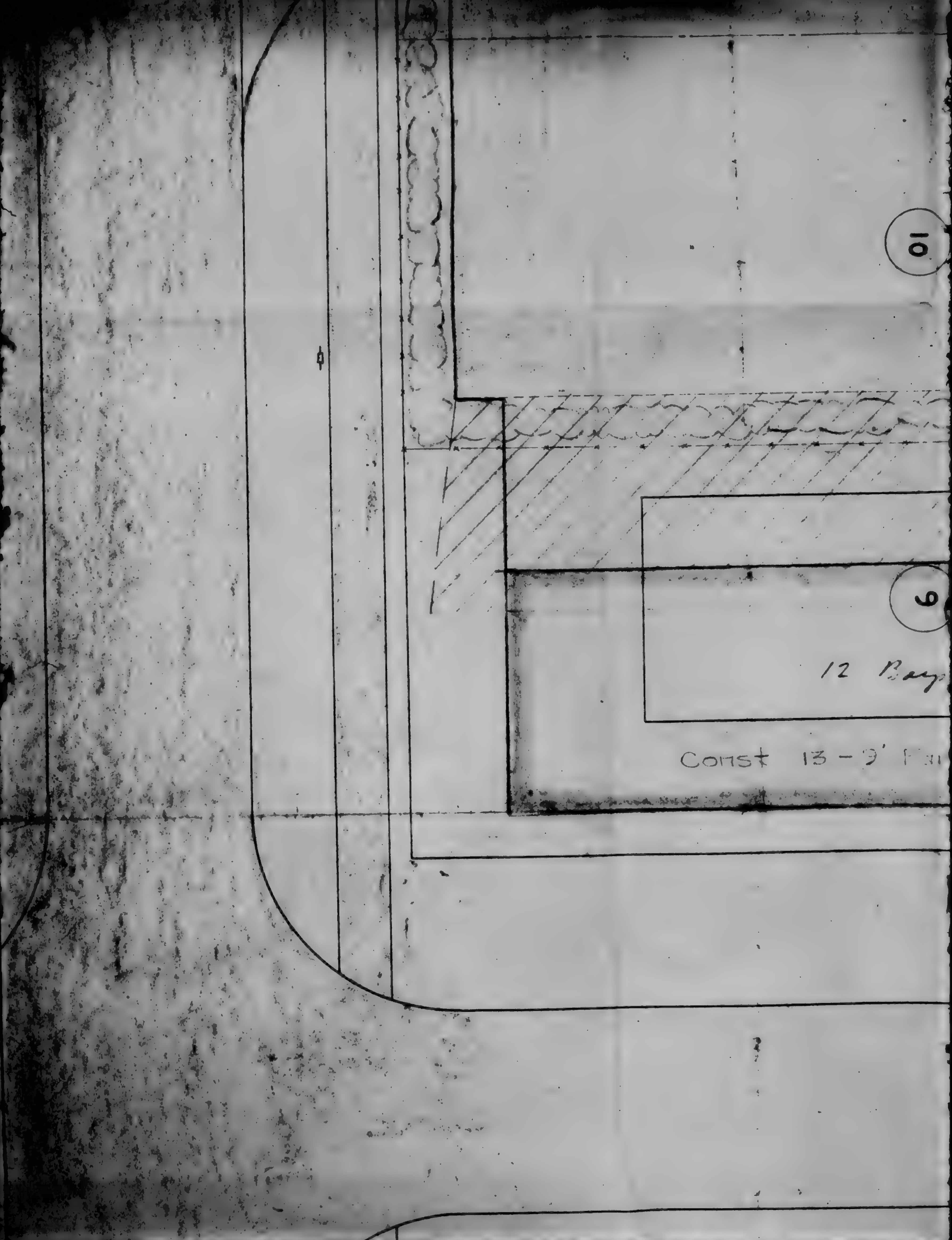


LOT	OWNER		File No
1 & 2	Elmore L. & Lois Jean Hill	V198 P491	
	Mable P. Taylor	V105 P539 V107 P560 V108 P406	
3 - 7 10 - 14	OSHD	V95 P483 V95 P536 V101 P308	M 77
8	OSHD	V106 P578	1436 A
9	J Frank	V 105 P506	

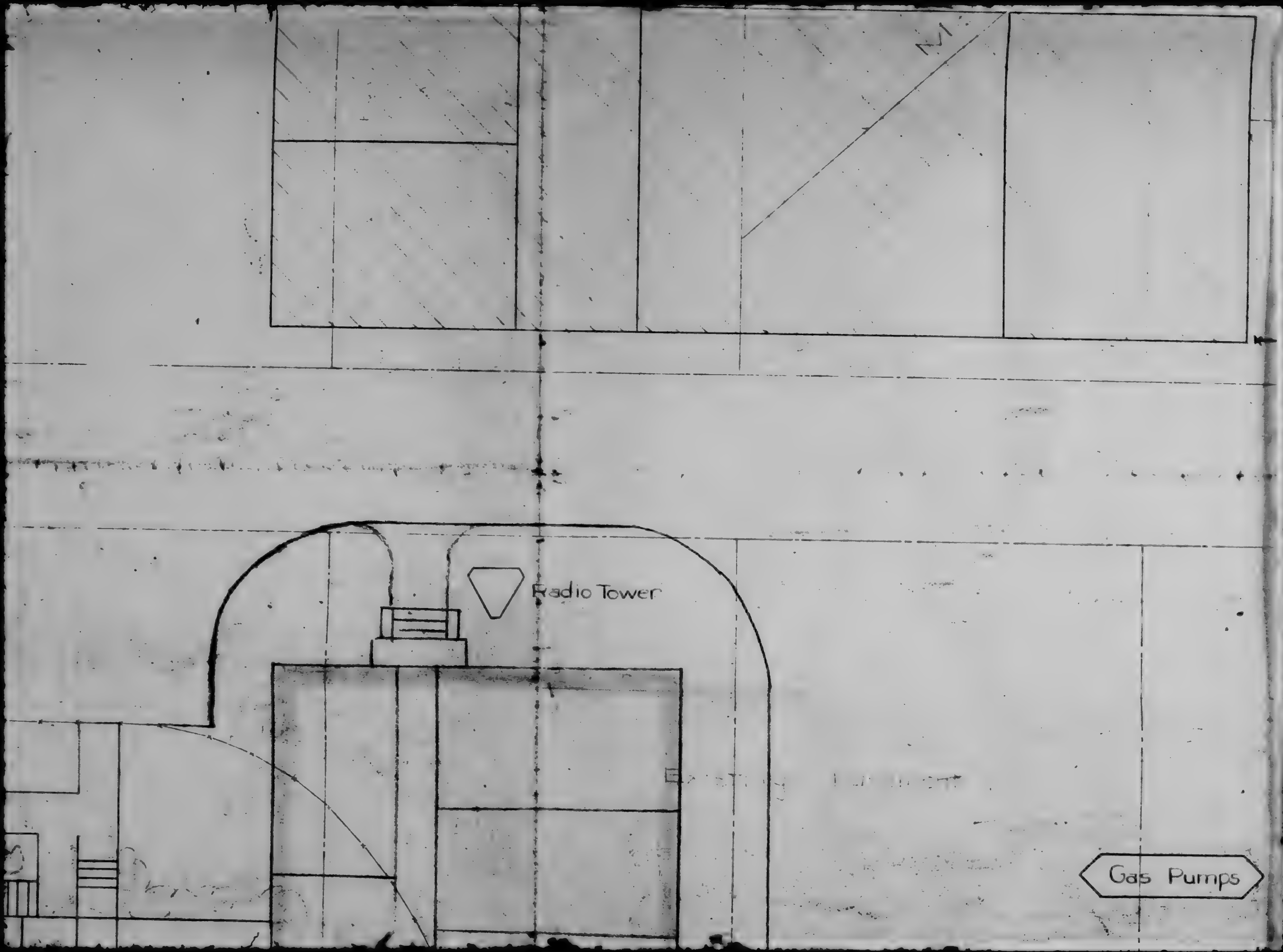

30' Drive Opening in Sidewalk
7
8

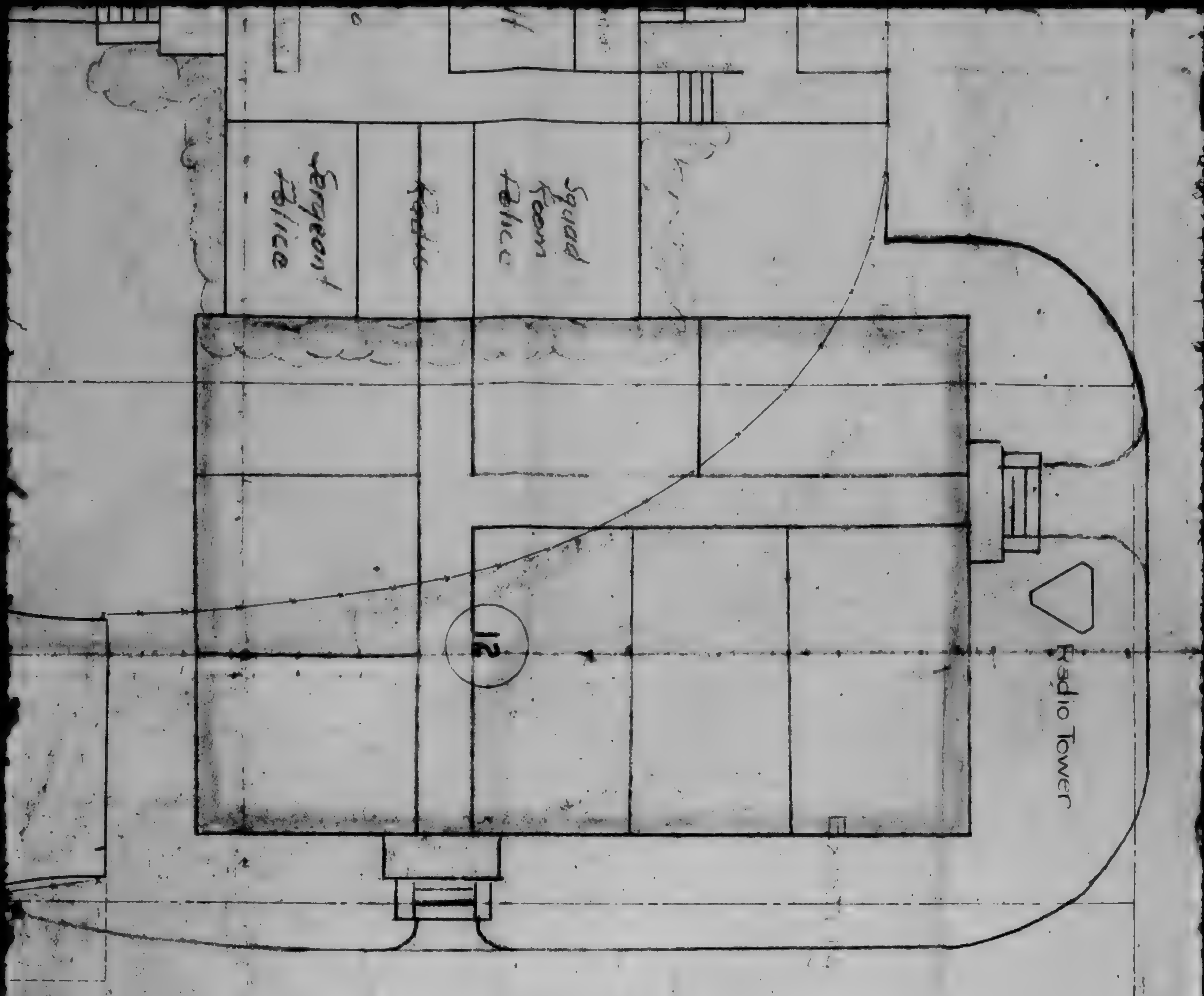

Gas Pumps
9'
RICE
STREET

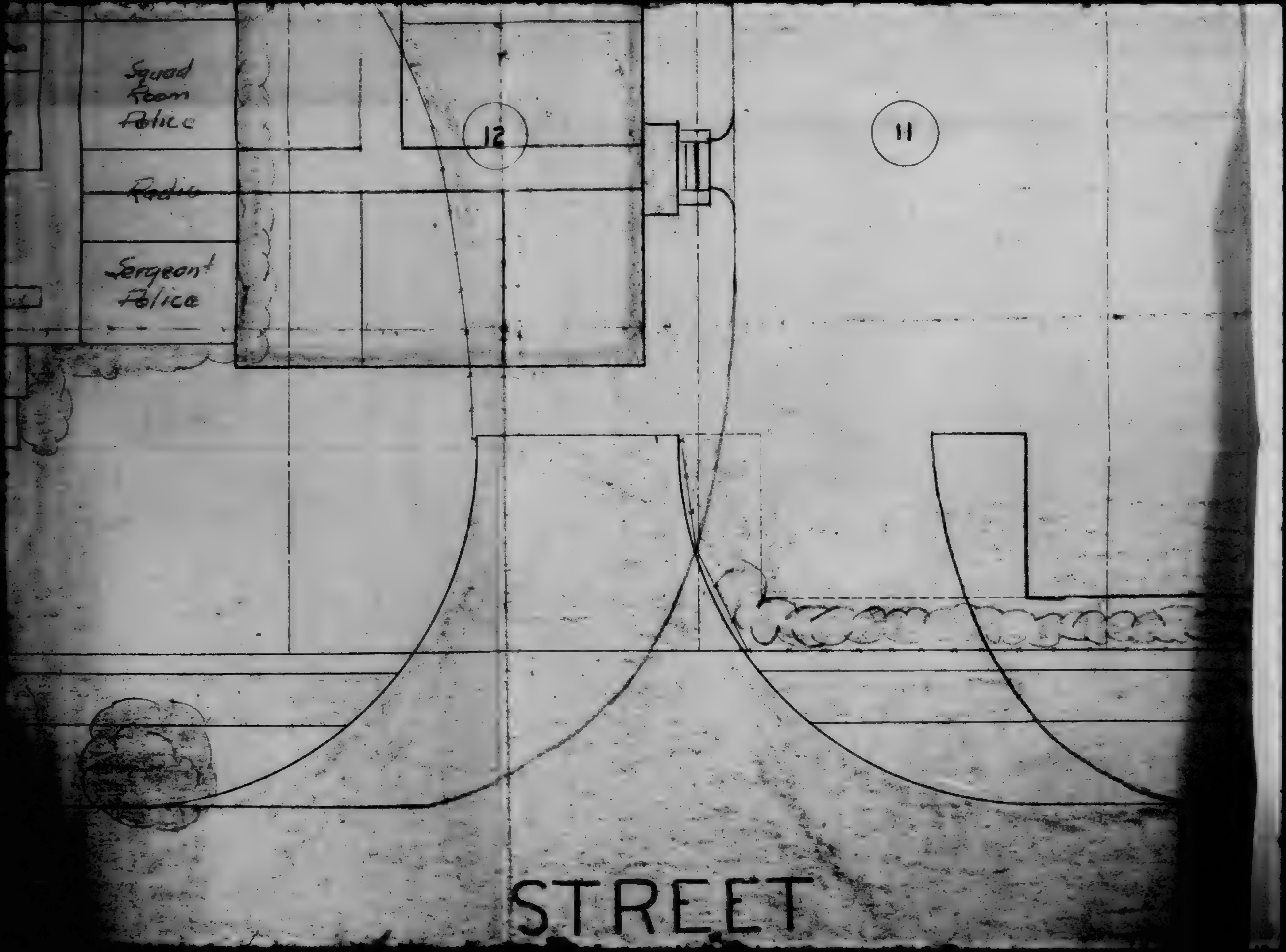

Gas Pumps
10
9
12 Bays x 9'
Const 13 - 9' Parking Stalls
RICE

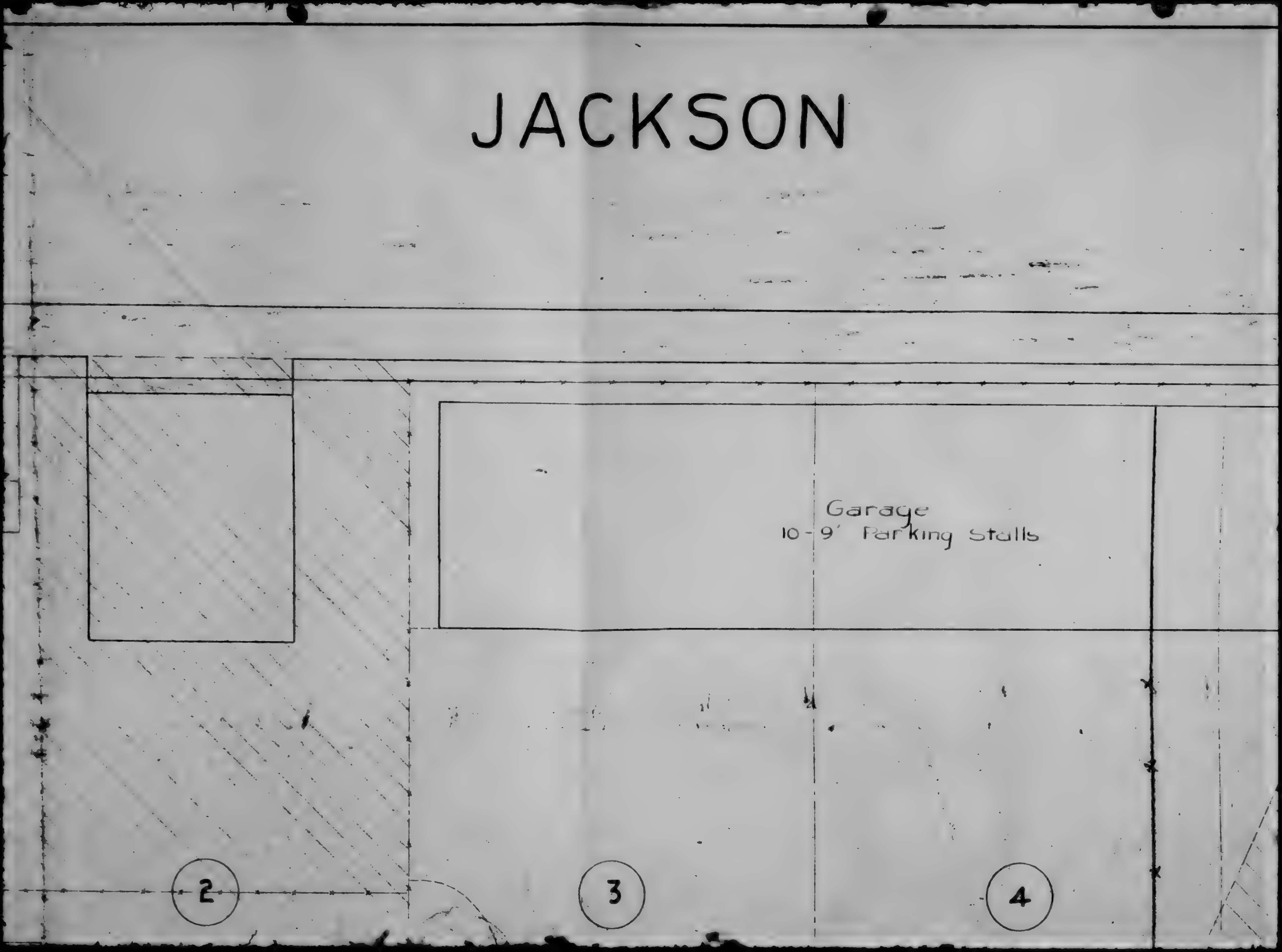

10
9
12 Bay
Const 13 - 9'

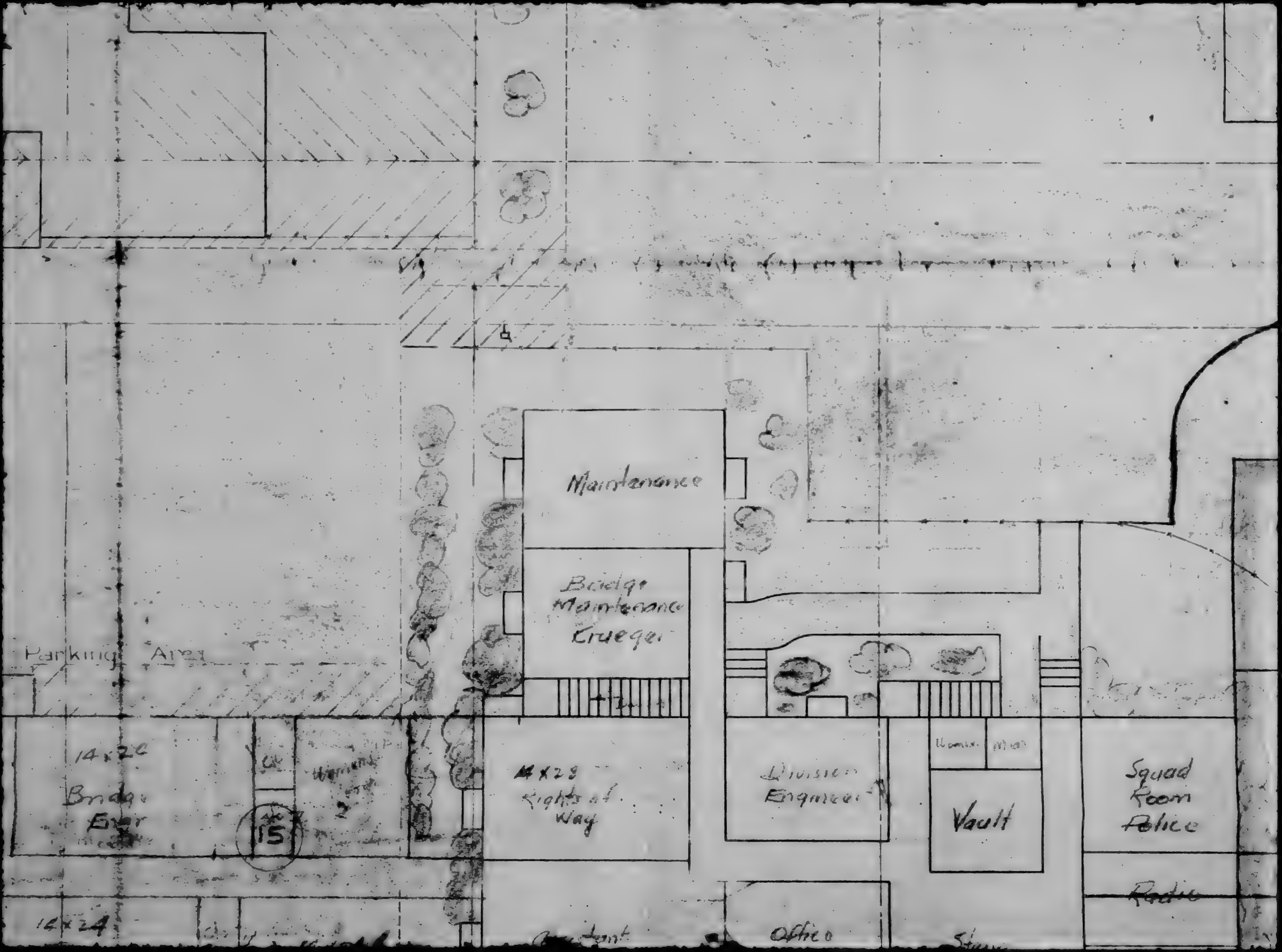
STREET
age
rking stalls

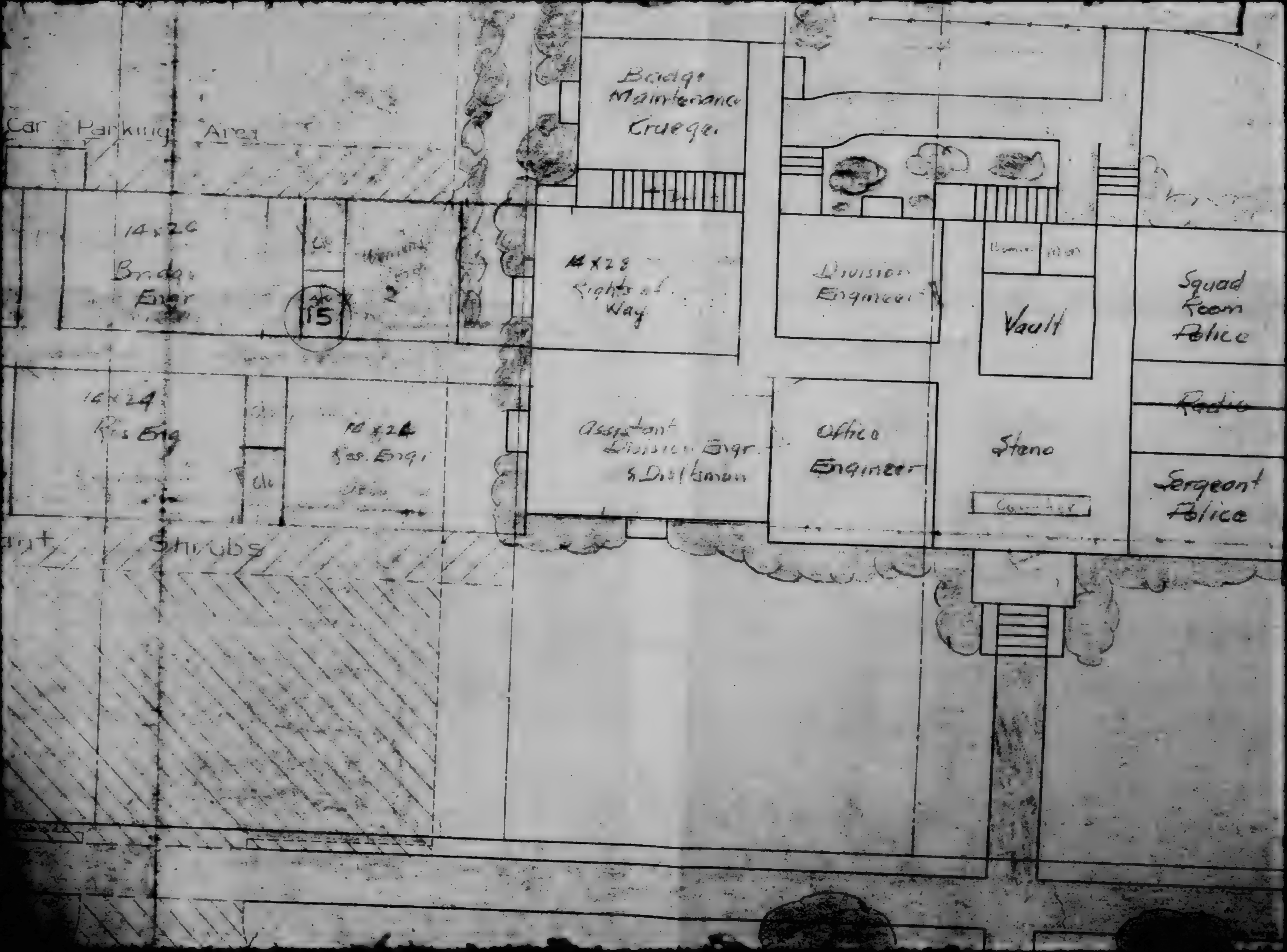

Radio Tower
Gas Pumps

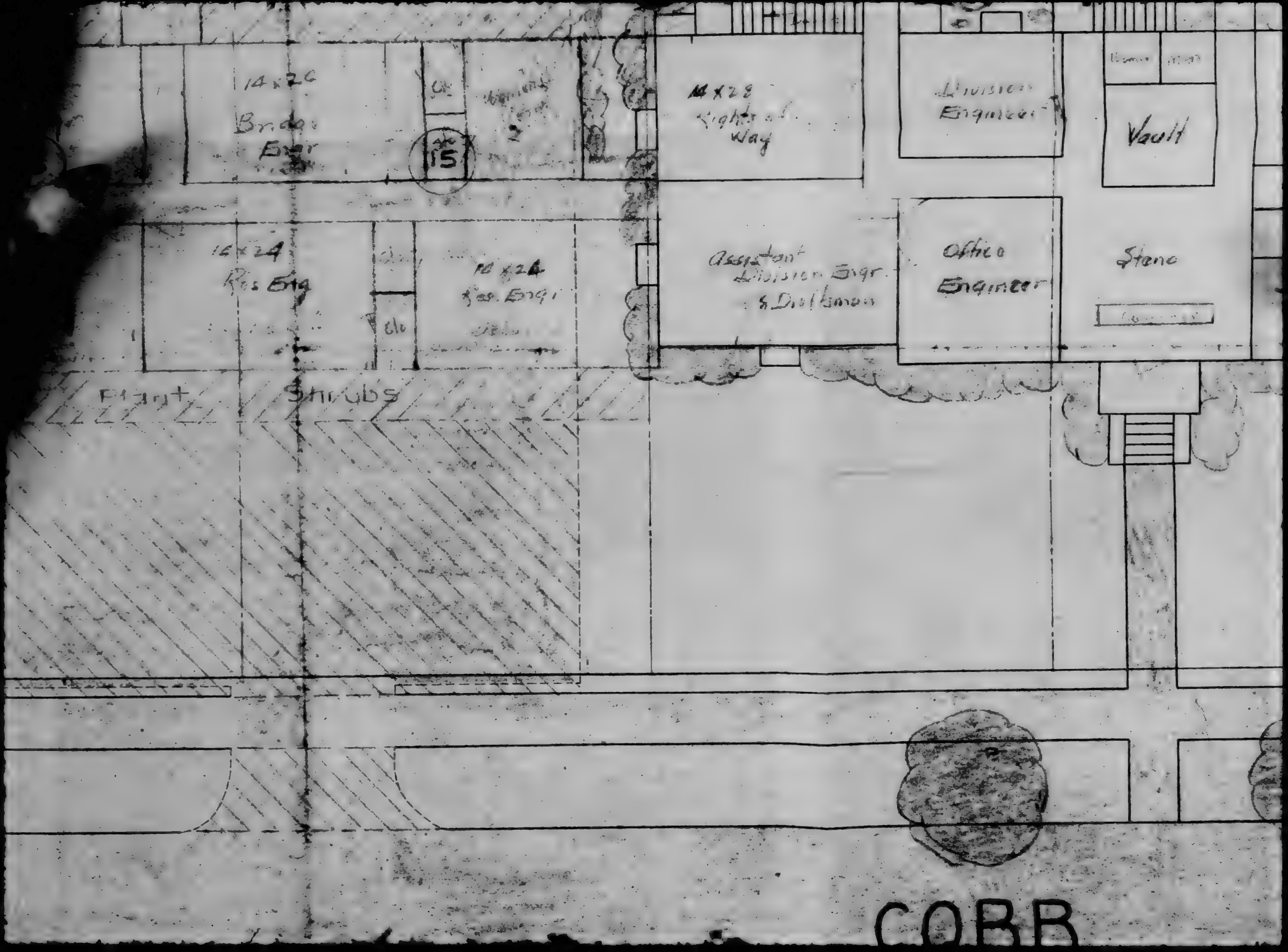

Sergeant Police
Radio
Squad Room Police
12
Radio Tower
11
Gas Pumps

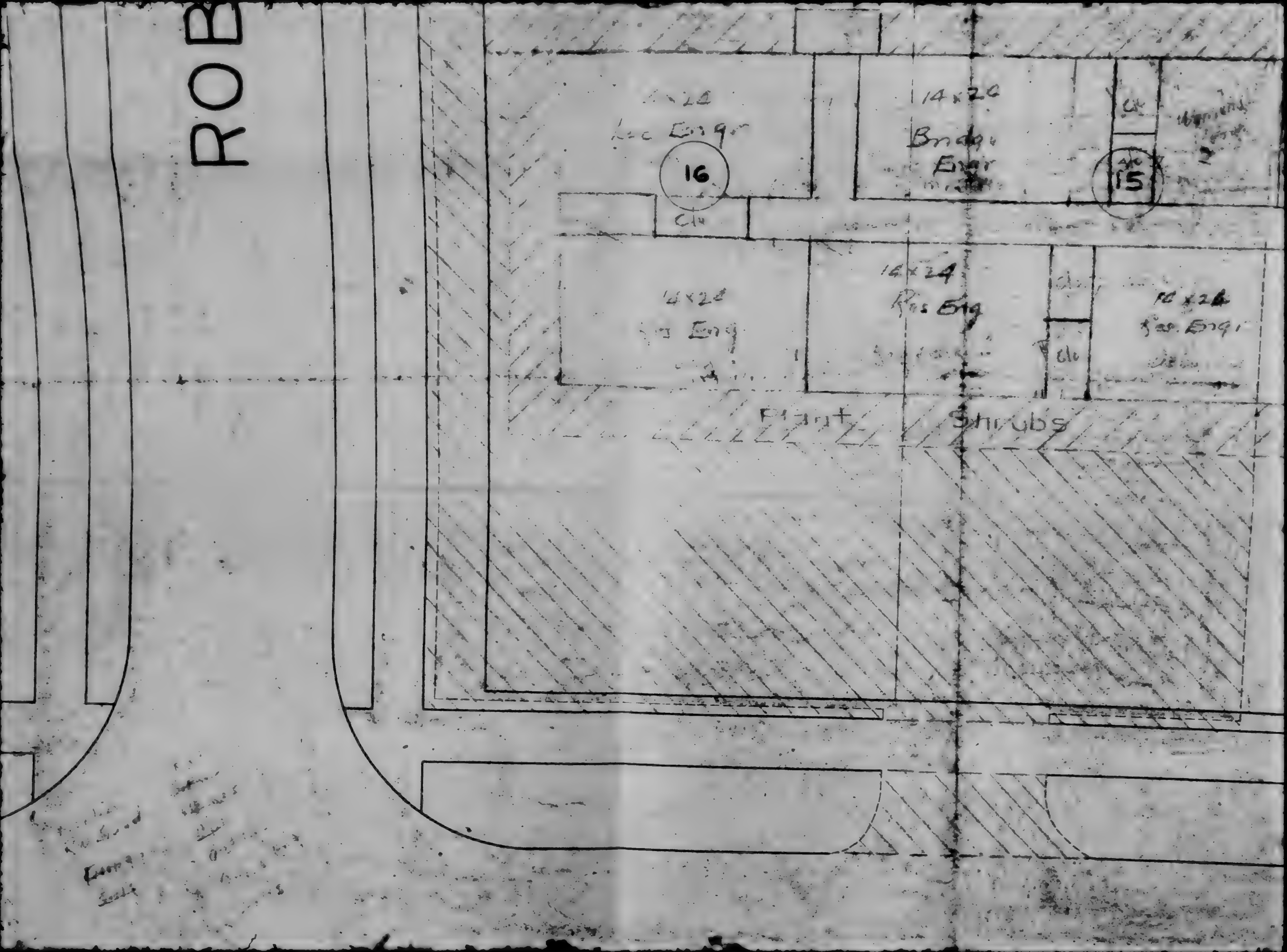

Squad Room Police
Radio
Sergeant Police
12
11
STREET

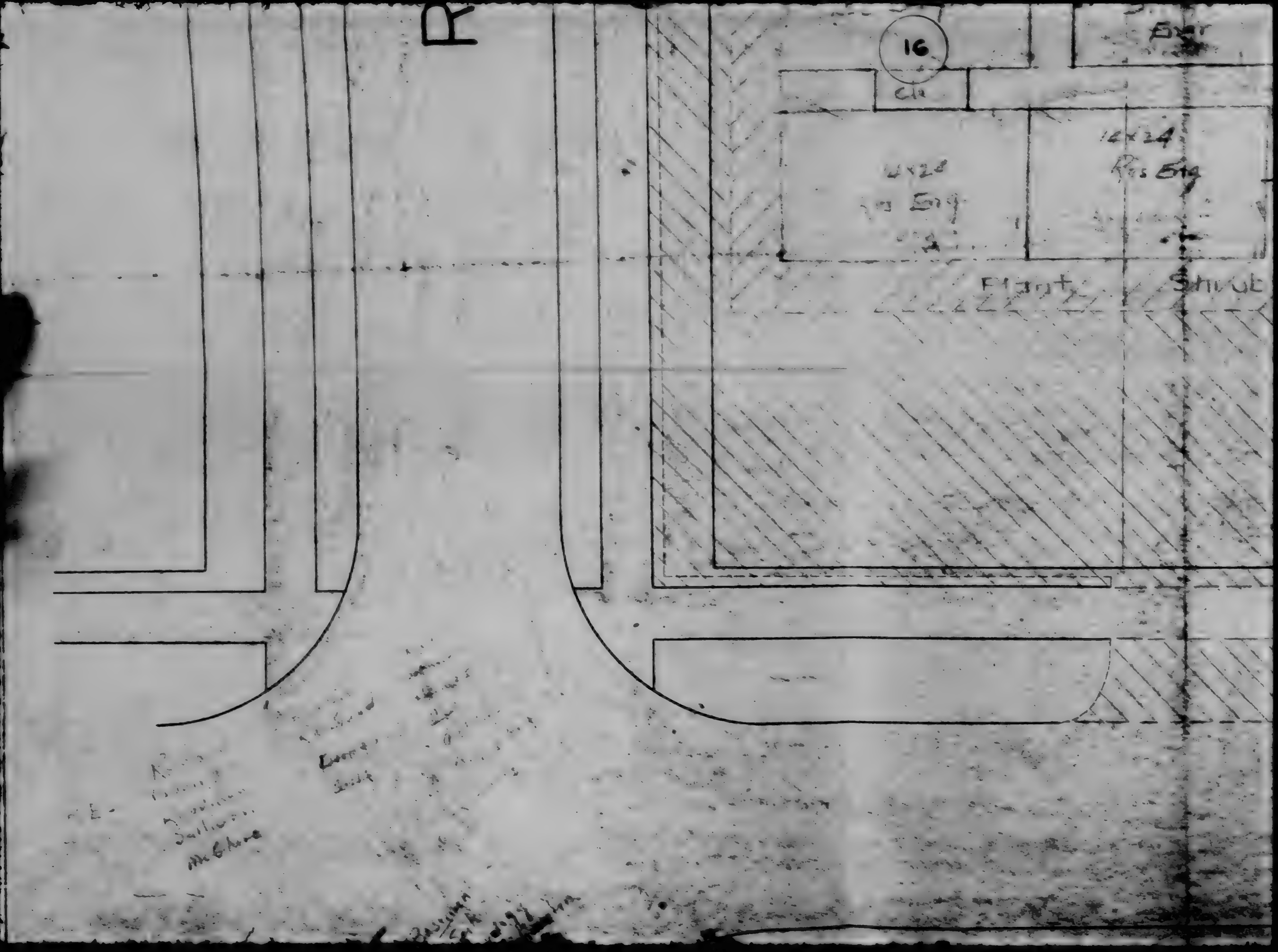

JACKSON
Garage
10 - 9' Parking Stalls
2
3
4

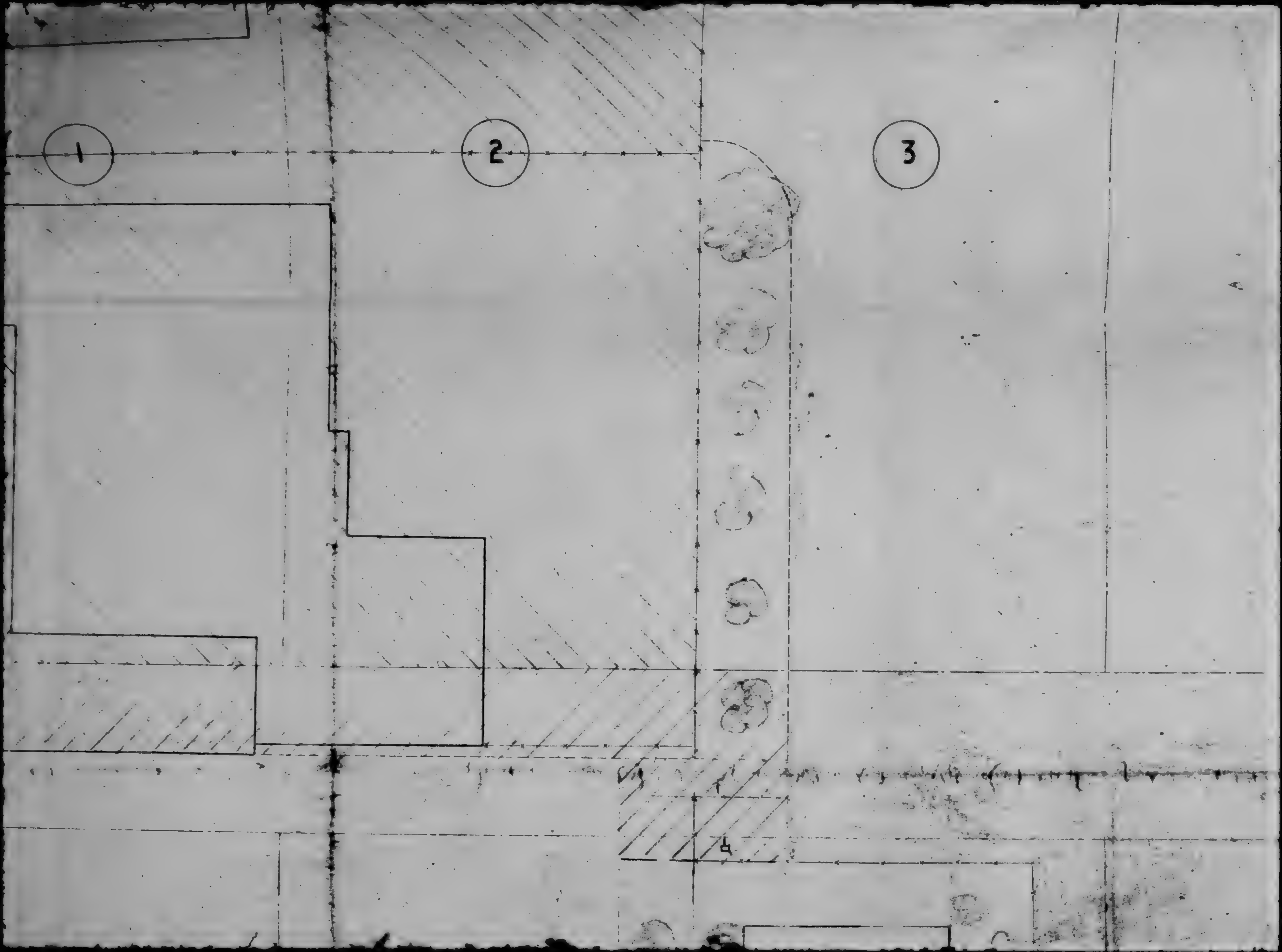

Parking Area
14x26
Bridge Engr
15
14x24
4
Maintenance
Bridge Maintenance Krueger
14x28 Rights of Way
Division Engineer
Women
Men
Vault
Squad Room Police
Radio
Office

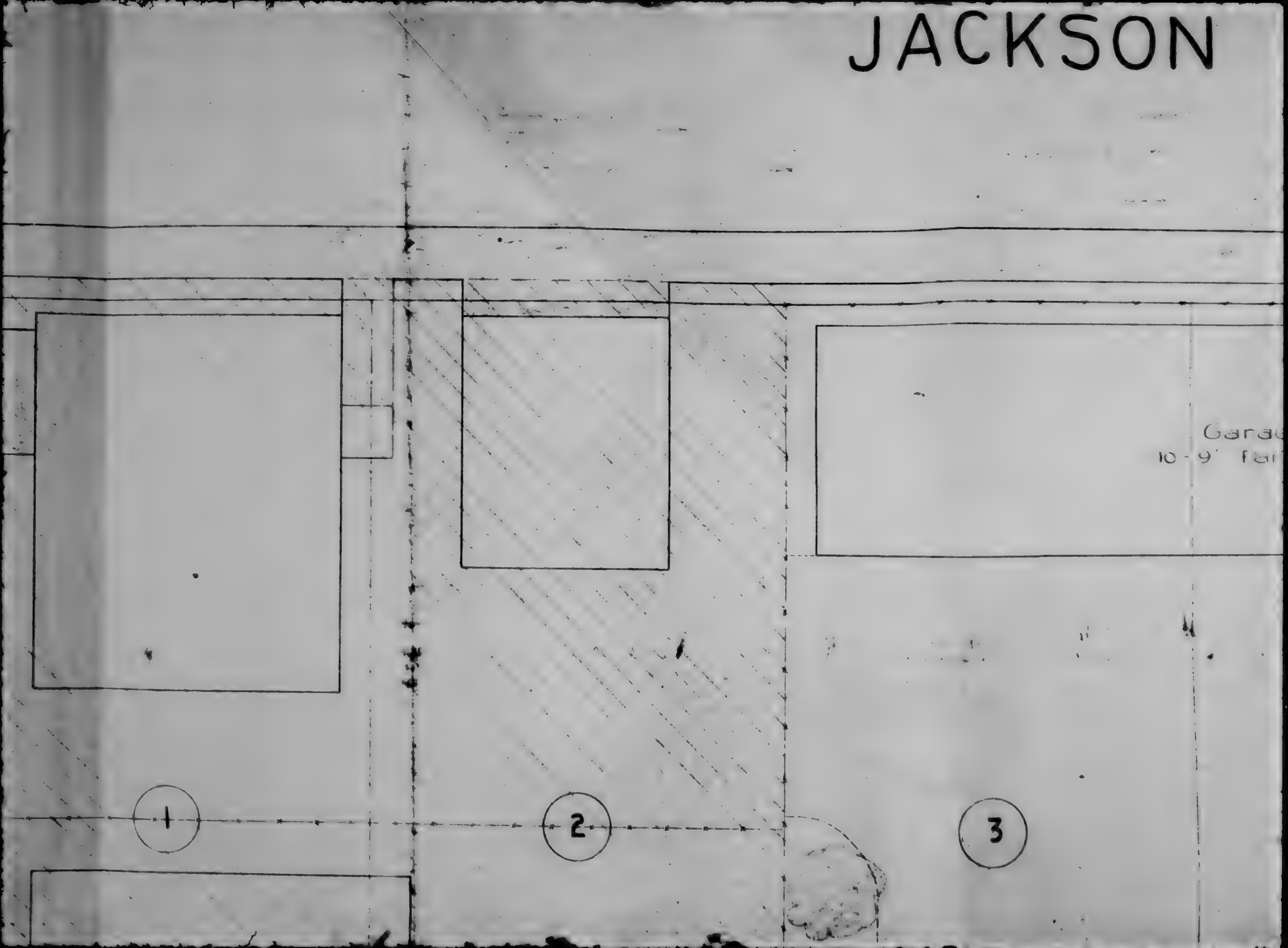

Car Parking Area
14 x 26
Bridge Engr
Cl
15
Women
2
14 x 24
Res Eng
Cl
12 x 24
Res. Engr
14 x 28
Rights of Way
Bridge Maintenance Cruege
Assistant Division Engr. & Draftsman
Division Engineer
Office Engineer
Women
Men
Vault
Stano
Counter
Squad Room Police
Radio
Sergeant Police
Shrubs

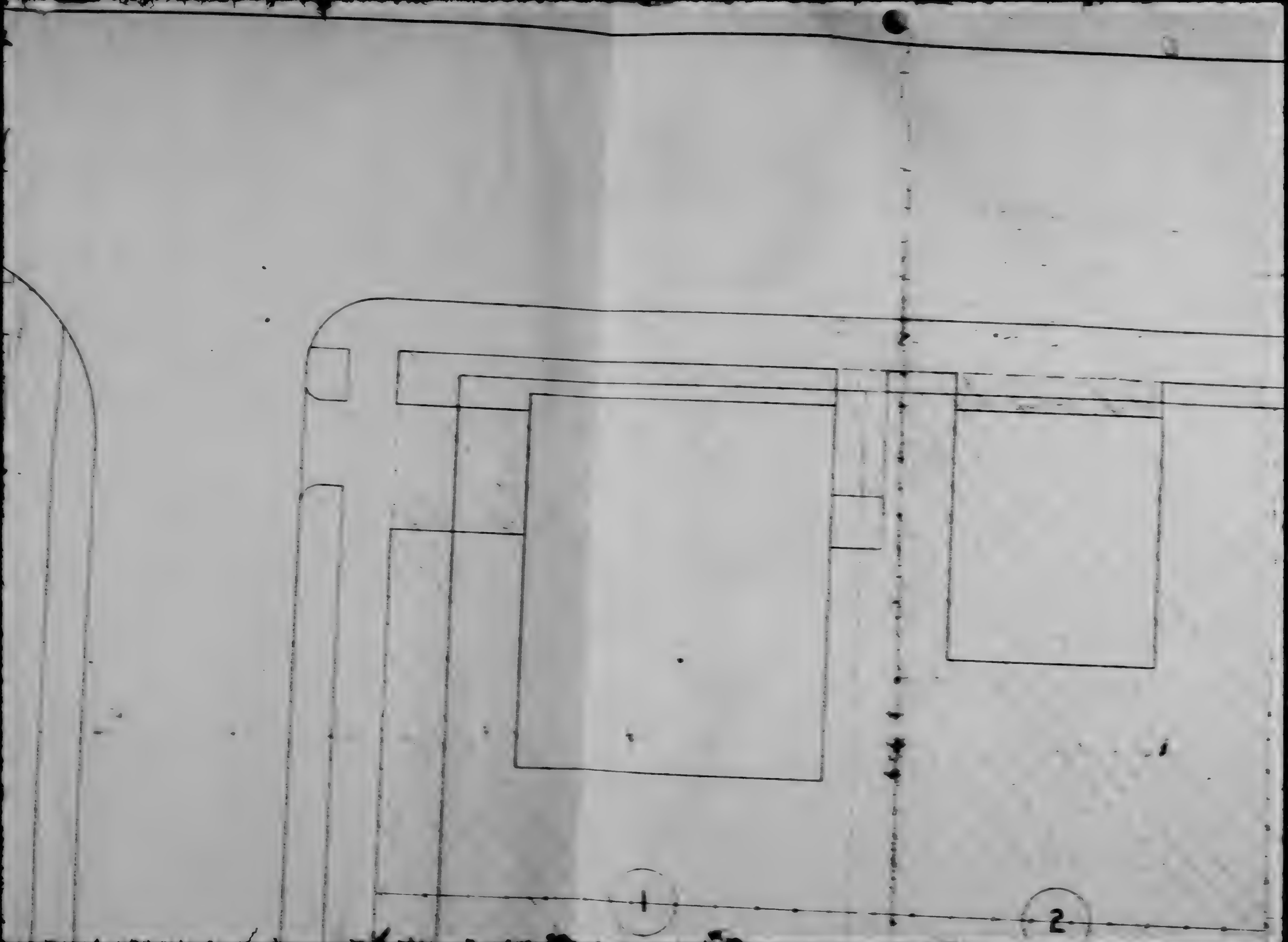

14x26
Bridge Engr
Cl
Women's Toilet
2
15
14x28
Rights of Way
Division Engineer
Vault
16x24
Res Eng
Clo
10x24
Res. Engr
Assistant Division Engr. & Draftsman
Office Engineer
Steno
Plant Shrubs
COBB

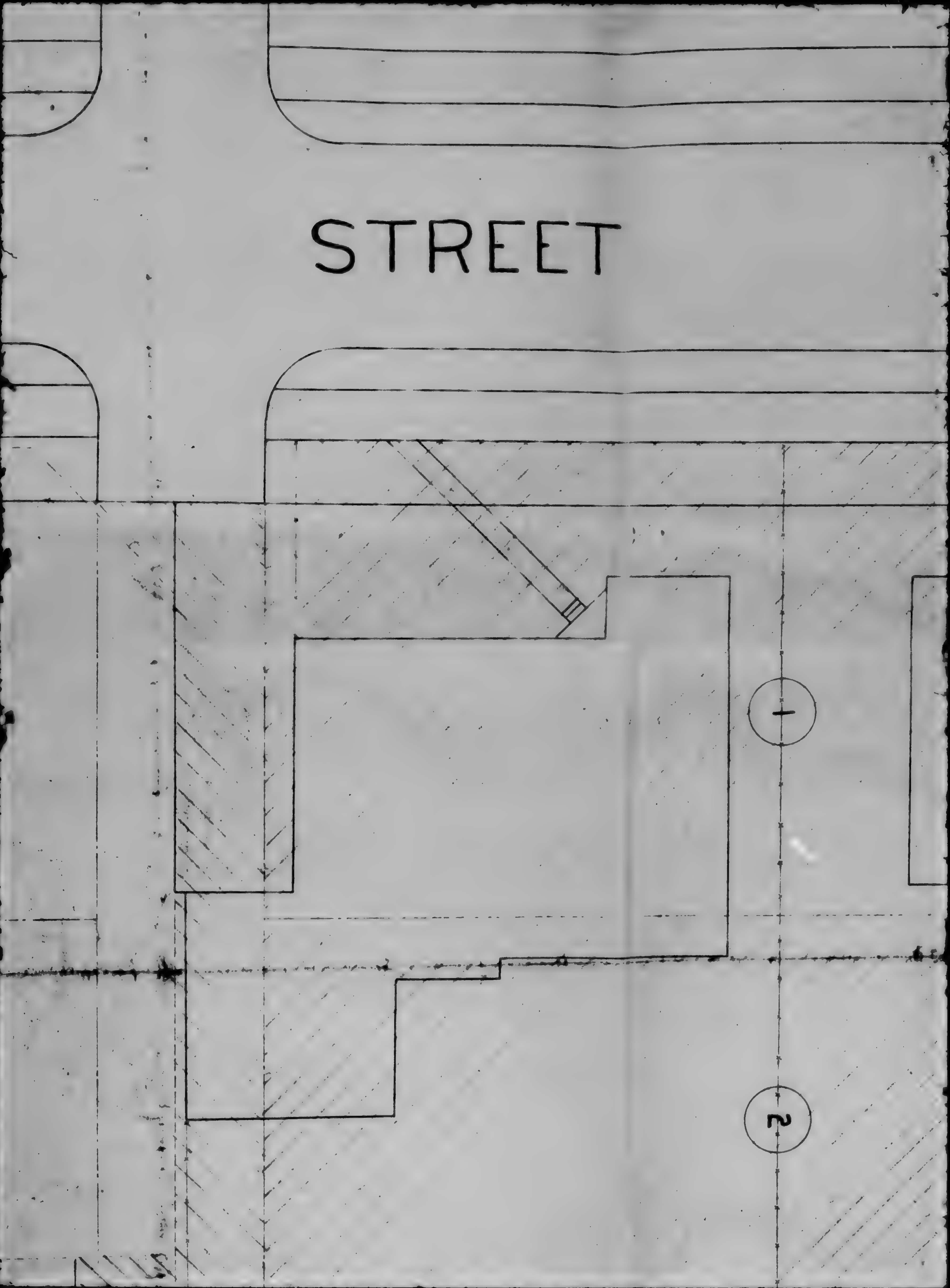

ROB
Loc Engr
16
Clk
14x20
Bridge Engr
15
14x28
Engr
14x24
Res Eng
10x24
Engr
Clk
Plant
Shrubs


R
16
Ch
12x28
Res Eng
14x24
Res Eng
Plant
Shrub
McGhee




JACKSON
Garag
10-9' fa
1
2
3


1
2


STREET
1
2

RECEIVED
FOR FILING

FORM E-30 37,500 4-52 56608

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1952

SUBJECT: Expansion for Roseburg Division Office.

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Herewith map and estimate of cost prepared by Tom Edwards showing a suggested plan of expansion for Roseburg Division office. The plan contemplates a five-room office extension and car storage building for 17 cars. The estimate of cost is $64,000 including yard adjustments and the moving of the maintenance buildings. He estimates the cost of purchasing three lots and residences to complete our ownership of Block 18 at $33,000.

Before a definite plan of action can be determined we should consider and eliminate numerous alternates. Two section crews are headquartered here and their operations tend to congest the yard area. One section crew deadheads eight miles to their section south and west from Winston Junction. Possibly a new maintenance headquarters at Winston would prove economical and serve to reduce the congestion in the Roseburg yard. It is also possible that it would be more economical to construct a new maintenance headquarters in North Roseburg than to purchase the developed property adjacent to the Roseburg yard. You will note in Edwards plan the NE lots are to be used for private car parking. Collier states that it is possible that a couple of vacant lots a block to the south could be purchased at a more reasonable cost for this purpose.

Mr. Edwards proposes an office building extension to the north; this cancels out our present private car parking lot. Mr. Collier and Mr. Snyder suggest a wing to the south and east similar to our wing to the North and East. The cost would be about the same but we would save our private car parking. The purchase of the SW corner lot would permit us to shift our yard and entrance to the South to make room for the South wing also provide room for proposed car storage building.

The location of the present maintenance building is troublesome. Moving the doors to the east side of the building would not be expensive; the present doors are old and about due for replacement. This would permit fencing off the east portion of the grounds for section crews who with a new entrance and a new gas pump would not congest the division office yard. Moving one section crew to Winston would permit one section crew to operate out of this area, 166'x95', without difficulty. Moving the Maintenance

Building to the SE corner, even though difficult and expensive, would not reduce the number of trucks or the congestion.

Moving both section crews out would leave the problem of the present maintenance building to be moved, sold, or remodeled. Moving this building to Winston or North Roseburg would be expensive, the building is a good old building but when torn down, transported and re-erected it would be a poor old building and a fire hazard. We believe it would be more economical to advertise and sell it than to move it that far, and construct a new fireproof building at Winston. The remodeling of the building is possible; we have had one office in the north end of the building for several years. It has not been a very satisfactory office as it was not rebuilt to office needs; floors were not raised, sliding door not removed etc., resulting in poor light, poor entrance, poor floor, high ceiling, etc. The building, however, if properly remodeled could afford modern comfortable offices. Another plan would be to convert the building to provide the car storage bays Edwards proposes. The building is not dimensioned right for this use, the bays being 32' deep and 12' wide. Remodeling this building would require delay in providing office space until section crews could be housed elsewhere.

One plan, alternate to that proposed by Edwards, would be to purchase SW corner lot, build south wing on present office, shift Division office entrance and yard slightly to the South, retain present private car parking, build 11 car storage building on South line, place east doors on maintenance building and add new gate and a new service station and arrange later to move one section crew to Winston. With only one section crew headquartered at Roseburg, eight car storage bays in building on east line could be released to engineers.

	Purchase Southwest Lot	$ 5,000
	Construct South Wing Office	25,000
12 [illegible]	Construct Storage bldg. 108'x22'	10,000
	Revise west driveway	1,000
		$36,000
	Maintenance Bldg. East doors	$ 3,500
	Maintenance driveway	500
	Maintenance gas station	1,000
		$ 5,000

This problem merits further study and your suggestions will be appreciated. Our Budget includes $30,000 earmarked for Roseburg office extension not including Right of Way costs.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
cc- Tom Edwards
cc-

RECEIVED
FOR FILING

FORM E-20X 25M 4-52 [illegible]

Roseburg

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 10, 1952

SUBJECT:

To: R. A. Collier
Maintenance Engineer

Dear Sir

In compliance with Mr. Stiffler's letter of August 29th, we forward herewith a layout sheet showing a proposed extension to the Roseburg Division Office, some photos of the property to be acquired, copies of the necessary descriptions and authority for negotiation and an estimate of cost of this proposal.

Would you kindly return a print of the proposed layout for our files.

Very truly yours

Tom Edwards
TOM EDWARDS
Division Engineer

TE:rw

Enc.
cc. Stiffler

RECEIVED
OCT 1 1952
OREGON
STATE HIGHWAY COMMISSION

NOTED
A. W. [illegible]

FORM E-20X 25M 4-52 84806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 10, 1952

SUBJECT:

To: E. A. Collier
Maintenance Engineer

Dear Sir

In compliance with Mr. Stiffler's letter of August 29th, we forward herewith a layout sheet showing a proposed extension to the Roseburg Division Office, some photos of the property to be acquired, copies of the necessary descriptions and authority for negotiation and an estimate of cost of this proposal.

Would you kindly return a print of the proposed layout for our files.

Very truly yours

TOM EDWARDS
Division Engineer

TE:rw

Enc.

W W Stiffler

~~[illegible]~~ PROPOSED

[illegible] DIVISION OFFICE

[illegible], 1952

No.	Item	Unit	Total	Unit Price	Cost
1.	Clearing	All		1,000.00	1,0[illegible].00
2.	Remove [illegible]	[illegible].Yd.	570	1.00	570.00
3.	Salvage & Reinstall Fence	Lin.Ft.	340	1.00	340.00
4.	Move 2 Buildings	Sq.Ft.	3,272	1.50	4,908.00
5.	17 Garage Stalls (2 Units)	Sq.Ft.	3,366	5.00	16,830.00
6.	Const. Division Office Extension	Sq.Ft.	2,40[illegible]	10.00	24,0[illegible].00
[illegible]	Existing Building Changes	Lump Sum			7[illegible].00
[illegible]	Curb or Retaining Wall	Cu.Yd.	20	50.00	1,[illegible].00
9.	Sprinkling System Extension (Sprinkler Heads [illegible])	[illegible]	[illegible]	[illegible].7[illegible]	[illegible]3.00
10.	Furnish & Place Topsoil	[illegible]	7[illegible]	2.50	17[illegible].00
11.	Plant Shrubs	[illegible]	110	2.00	[illegible]
12.	Plant Lawn	[illegible]	1,[illegible]	[illegible]	[illegible]
13.	Grading	[illegible]	[illegible]	1.5[illegible]	45[illegible].00
14.	3"-0 Material in Base	Cu.Yd.	39[illegible]	3.00	1,17[illegible].00
15.	3/4"-0 Material in Base	Cu.Yd.	15[illegible]	3.00	4[illegible].00
16.	Class "[illegible]" Asphaltic Concrete	[illegible]	[illegible]	10.00	4,[illegible]
		Total			56,99[illegible].00
		12 1/2% Engineering & Contingencies			7,1[illegible]4.50
		Total Contract			64,1[illegible].50
		Purchase Additional Property			33,[illegible].00
		Move 2 Telephone Poles 10000			[illegible].00
		Grand Total			97,32[illegible].00

RECEIVED
SEP
FOR FILING

[illegible]

Roseburg

Salem, Oregon
August 29, 1952

Mr. Tom Edwards

Following a discussion with Mr. Baldock as to the necessity for the expansion of the Roseburg division headquarters, it would appear desirable to attempt to acquire additional property adjacent to the existing Roseburg plant rather than plan a complete new headquarters at some other location.

It would, therefore, be in order for you to submit property descriptions for some of the adjacent property, together with photographs, to present to the Commission for authority to acquire.

W. W. Stiffler

WWS:er

cc Mr. E. A. Collier

1 -1090 Clear Lake Fencing Proj. on 1963
the Oregon Coast Hwy.
#4047

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 26, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4047	3-final	The Colorado Fuel & Iron Corp'n Pacific Coast Branch	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5640	R-90466	$ 500.00	3/26/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: June 30, 1954

Time Extensions: None

Completion Date: Feb. 11, 1954

Date Accepted: Feb. 24, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 29 1954
AAWicklander

NOTED ON CARD
3-29-54

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
March 26, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4047	3-final	The Colorado Fuel & Iron Corp'n Pacific Coast Branch

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
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Specified completion Date: June 30, 1954

Time Extensions: None

Completion Date: Feb. 11, 1954

Date Accepted: Feb. 24, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD
3-29-54

Warrant Mailed: MAR 29 1954
AA Wicklander

RECEIVED
MAR 19 1954
FOR FILING

March 18, 1954

Globe Indemnity Co.
201 Sansome St.
San Francisco 20, Calif.

Gentlemen:

State Highway Contract No. 4047 covering the Clear Lake Fencing Project on the Oregon Coast Highway in Douglas County was completed by the contractor, The Colorado Fuel & Iron Corporation, on February 11 and was formally accepted by the Highway Commission on February 24, 1954.

Final payment in the amount of $500.00 will be released to the contractor on or after March 29, 1954. The total contract amount is $11,047.60, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

[illegible] ON CARD
3-1[illegible]-54

RECEIVED
MAR 2 1954
FOR FILING

[illegible]

[illegible]

March 1, 1954

Globe Indemnity Company
201 Sansome St.
San Francisco 20, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to The Colorado Fuel & Iron Corporation on contract No. 4047, for the Clear Lake Fencing Project on the Oregon Coast Highway in Douglas County.

This payment, in the amount of $1,693.90, will be released to the contractor on or after March 11, 1954. The retained percentage is $500.00

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
3-1-54

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

10 - 1090

For Week Ending February 13, 19 54

Section	Clear Lake Fencing Project	Kind of work	Fence
Highway	Oregon Coast	Section prefix	10 - 1090
Contractor	The Colorado Fuel & Iron Corp.	Contract number	4047
Date of contract	October 30, 19 53	Date of completion	June 30, 19 54
Date work started	January 12, 19 54	Estimated date of completion	February 11 19 54
Amount of contract	$ 11,076.20	Per cent of time elapsed	42.6 %

Estimated cost of completed project, exclusive of engineering . . . $ 11,047.60

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date $ 500, 56.4 %

Date project was completed February 11, 19 54

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Three men worked this week.

Fence completed on Thursday, Febr.11th.

NOTED
H. G. SMITH

NOTED
[illegible]

RECEIVED

NOTED
B. A. MARTIN

Signed C. C. Mc[illegible]

Address P. O. Box 654 Reedsport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	FENCING ~~GRADING~~	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.74				
Miles partially completed					
Miles completed	.74				
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., . . . 1 - Truck . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Rain		
Friday			
Saturday			

State Printing

RECEIVED
JAN 18 1954
FOR FILING

January 13, 1954

REGISTERED MAIL

Colorado Fuel & Iron Corporation
1350 N. W. Raleigh
Portland 9, Oregon

Gentlemen:

Your Contract No. 4047 for the Clear Lake Fencing Project on the Oregon Coast Highway in Douglas County has been received in this office fully executed. We are, therefore, returning your certified check No. 1475 in the amount of $595.00 which you submitted with your proposal on October 20, 1953.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

cc - Accounting Division

RECEIVED
JAN 12 1954
FOR FILING

1-111

4 47

January 12, 1954

The Colorado Fuel & Iron Corporation,
Pacific Coast Division
1350 N. W. Raleigh St.
Portland 9, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4047, which was awarded to you on October 30, 1953 by the State Highway Commission, covering the Clear Lake Fencing Project on the Oregon Coast Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

November 4, 1953

Colorado Fuel and Iron Corporation
1350 N. W. Raleigh Street
Portland 9, Oregon

Gentlemen:

The State Highway Commission on on October 30, 1953 awarded to you State Highway Comtract No. 4047 for construction of the Clear Lake Fencing Project in Douglas County. This award was based on your bid of $[illegible],076.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ebr

cc H. G. Smith
S. H. Probert
W. M. Franswa, SIAC

Enclosure

[illegible] Interstate Bridge Approach 1958
Delt, [illegible] River-[illegible] Section.
[illegible]

RECEIVED
AUG 22 1955
FOR FILING

17-1 1
4048

August 19, 1955

Armco Drainage & Metal Products, Inc.,
2321 SE Gladstone Street
Portland 2, Oregon

ATTENTION: Duran B. Souls

Dear Sir:

Thank you for your letter of August 17 in which you state that you have received payment from the General Insurance Company for your claims against F. O. Laws as follows:

Contract #4048	$ 37.50
Contract #4201	$3,310.80
Contract #4261	$ 174.50

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

[illegible]

ARMCO DRAINAGE & METAL PRODUCTS, INC.

NORTH PACIFIC DIVISION

2321 S. E. GLADSTONE STREET ARMCO PORTLAND 2, OREGON

August 17, 1955

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Mr. Stan Mays of General Insurance Company tells us that final settlement of Contract 4261 is delayed because you lack our release.

Payment of this claim was made to us on April 12, 1955 by General Insurance Company by check No. 20378 in the amount of $3,522.80 which covered our claims against F. O. Laws on Contracts 4048, 4201 and 4261 in the amounts of $37.50, $3,310.80 and $174.50 respectively.

Very truly yours,

ARMCO DRAINAGE & METAL PRODUCTS, INC.

Duran B. [illegible]

Credit Supervisor
North Pacific Division

DBS:me

REFERRED TO [illegible]
BY SECRETARY

[illegible]

RECEIVED
AUG 18 1955
STATE HIGHWAY COMMISSION

RECEIVED
AUG 22 1955
FOR FILING

August 19, 1955

General Casualty Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

We have received a letter dated August 17 from the Armco Drainage & Metal Products, Inc., in which they write as follows:

> "Mr. Stan Mays of General Insurance Company tells us that final settlement of Contract 4261 is delayed because you lack our release.
>
> Payment of this claim was made to us on April 12, 1955 by General Insurance Company by check No. 20378 in the amount of $3,522.80 which covered our claims against F. O. Laws on Contracts 4048, 4201 and 4261 in the amounts of $37.50, $3,310.80 and $174.50 respectively."

We provide this information as your Company appears as surety on the performance bonds furnished with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

General Casualty Company of America
cc: Huggins Insurance Agency
373 North Church Street
Salem, Oregon

cc: Mr. F. O. Laws
2315 Broadway Street
Salem, Oregon

NOTED ON CARD

RECEIVED
JUL 7 - 1955
FOR FILING

July 6, 1955

General Casualty Company of America
Seattle 5, Washington

Attention: Mr. A. R. Eby
Claims Department

Gentlemen:

Thank you for sending us copies of a release and assignment from Parker-Schram Co. in the amount of $338.00 and from Armco Drainage and Metal Products in the sum of $37.50. Both of these releases pertain to Contract No. 4048 awarded to F. O. Laws for work on the Interstate Bridge approach on the Columbia River Highway in Hood River County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

RECEIVED
JUL 7 - 1955
FOR FILING

14- [illegible]

[illegible]

July 6, 1955

General Casualty Company of America
Seattle 5, Washington

Attention: Mr. A. R. Eby
Claims Department

Gentlemen:

Thank you for sending us copies of a release and assignment from Parker-Schram Co. in the amount of $338.00 and from Armco Drainage and Metal Products in the sum of $37.50. Both of these releases pertain to Contract No. 4048 awarded to F. O. Laws for work on the Interstate Bridge approach on the Columbia River Highway in Hood River County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

H. K. DENT
CHAIRMAN OF THE BOARD
W. L. CAMPBELL
PRESIDENT

**GENERAL
CASUALTY COMPANY
OF AMERICA**
SEATTLE 5

July 1, 1955

Oregon State Highway Department
Salem, Oregon

Attention H. B. Glaisyer, Secretary

Gentlemen:

Our file 36-112971
F. O. Laws, Principal
Oregon State Highway contract #4048

You will find attached properly signed copies of our standard Release and Assignment form concerning the claims filed by Parker-Shram Company and Armco Drainage and Metal Products, Inc.

We believe that these were the only two claims filed against this job and these releases are being forwarded to you so that your records will be complete.

Very truly yours,

A. R. Eby

A. R. Eby
Claims Department
mjj

RECEIVED
JUL 5 1955
[illegible]
STATE [illegible] COMMISSION

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, F. O. Lavs ,
hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington, ,
hereinafter referred to as SURETY, executed a bond dated October 30,1953
in favor of Oregon State Highway Commission ,
hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Grading and paving West Hood River Construction off Columbia River Highway, Hood River County- Contract #4048 , and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned PARKER-SCHRAM CO.
of Portland, Oregon in consideration of the sum of Three hundred thirty eight and 00/100 - - - - - - Dollars ($ 338.00)
paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 4th day
day of April , 1955 .

C A Schram

(CORPORATE SEAL)

By

Its

CA-417 1-51

CORPORATE ACKNOWLEDGMENT

STATE OF ______)
) SS
COUNTY OF ______)

On this ______ day of ______, 19___, before me personally appeared ______, to me known to be the ______ and ______ of ______, the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that ______ executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

(Notary Public, Residing at ______

(Commission Expires ______)

(SEAL)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF OREGON)
) SS
COUNTY OF MULTNOMAH)

On this 4th day of April, 19 55, before me personally appeared C. A. Schram, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that I executed the same for the purposes, considerations and uses therein set forth as a voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

(Notary Public, Residing at 1614 N. E. 56th Ave.
Portland 13, Oregon

(Commission Expires January 16, 1959)

(SEAL)

~~R~~ECEIVED
JUL 7 - 1955
FOR FILING

M - 1021
[illegible]

July 6, 1955

General Casualty Company of America
Seattle 5, Washington

Attention: Mr. A. R. Eby
Claims Department

Gentlemen:

Thank you for sending us copies of a release and assignment from Parker-Schram Co. in the amount of $338.00 and from Armco Drainage and Metal Products in the sum of $37.50. Both of these releases pertain to Contract No. 4048 awarded to F. O. Laws for work on the Interstate Bridge approach on the Columbia River Highway in Hood River County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That, whereas, F. O. LAWS ,

hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington, ,

hereinafter referred to as SURETY, executed a bond dated October 30, 1953

in favor of State of Oregon ,

hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: Interstate Bridge approaches Hood River, Oregon, State Highway contract #4048 , and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned Armco Drainage & Metal Products, Inc.

of Portland, Oregon in consideration of the sum of Thirty Seven and 50/100 - - - - - - - - - - - - - Dollars ($ 37.50)

paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, has sold, assigned, transferred and set over, and by these presents does sell, assign, transfer and set over, unto the SURETY, its successors and assigns, to its own proper use and benefit, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this 28th day of March , 19 55 .

ARMCO DRAINAGE & METAL PRODUCTS, INC.

(CORPORATE SEAL)

By J. A. Bishop
Assistant Secretary

Its

CA-417 1-51

CORPORATE ACKNOWLEDGMENT

STATE OF Oregon)
) SS
COUNTY OF Multnomah)

On this 28th day of March, 19 55, before me personally appeared D. A. Bishop, to me known to be the Assistant Secretary and ________, of ARMCO DRAINAGE & METAL PRODUCTS, INC., the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that he executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

Matt Pouttu Matt Pouttu
(Notary Public, Residing at Portland, Oregon

(SEAL)

(Commission Expires 1-30-56)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF ________)
) SS
COUNTY OF ________)

On this ________ day of ________, 19____, before me personally appeared ________, to me known and known to me to be the individual(s) described in and who executed the foregoing instrument and acknowledged that ________ executed the same for the purposes, considerations and uses therein set forth as ________ voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

____
(Notary Public, Residing at ________

(SEAL)

(Commission Expires ________)

RECEIVED
MAR 10 1955
FOR FILING

11-1131

March 7, 1955

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Thank you for your letter of March 3 to which was attached three copies each for three claims filed with your office by Armco Drainage & Metal Products, Inc., against F. O. Laws, as follows:

Contract No. 4048, your file No. 3488, in the sum of $37.50.

Contract No. 4201, your file No. 3489, in the sum of $3,310.80.

Contract No. 4261, your file No. 3490, in the sum of $174.50.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

8

RECEIVED
MAR 10 1955
FOR FILING

111-1131

March 7, 1955

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Thank you for your letter of March 3 to which was attached three copies each for three claims filed with your office by Armco Drainage & Metal Products, Inc., against F. O. Laws, as follows:

Contract No. 4048, your file No. 3488, in the sum of $37.50.

Contract No. 4201, your file No. 3489, in the sum of $3,310.80.

Contract No. 4261, your file No. 3490, in the sum of $174.50.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

March [illegible], 1955

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed the following notices of claim by Armco Drainage & Metal Products, Inc.

> Claim for sight posts in the sum of $17.40, against the bond taken from F. O. Lems, Principal, and General Casualty Co. Surety, Highway Contract No. 4043, our file No. 34[illegible].
>
> $3,310.
>
> Claim for Flexbeam guard rail, concrete sight posts and end wings in the sum of $3,310.70, against the bond taken from F. O. Lems, Principal, and General Casualty Co. Surety, Highway Contract No. 4041, our file No. 3489.
>
> Claim for concrete culvert pipe in the sum of $174.60, against the bond taken from F. O. Lems, Principal, and General Casualty Co. Surety, Highway Contract No. 4061, our file No. 34[illegible].

We are enclosing three copies of each claim for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

by Geo C Stephens
Clerk
Records Division

RECEIVED
MAR 4 1955
SALEM
STATE HIGHWAY COMMISSION

NF:M
Inc.

NOTED ON CARD

RECEIVED
MAR 9 1955
FOR FILING

Laws

March 7, 1955

General Casualty Co. of America
Portland Branch Office
209 S. W. Fourth Avenue
Portland 4, Oregon

Attention: Mr. G. N. Burnett

Gentlemen:

Attached are copies of three claims filed with the Secretary of State by Armco Drainage and Metal Products, Inc., against F. O. Laws, as follows:

Claim for sight posts in the sum of $37.50, against Highway Contract No. 4048, for grading the Interstate Bridge approach unit on the Columbia River Highway in Hood River County.

Claim for Flexbeam Guard Rail, concrete sight posts and end wings, in the sum of $3,310.80, against Highway Contract No. 4201, for slope grading on the Modoc Point-Barclay Springs Section of The Dalles-California Highway in Klamath County.

Claim for concrete culvert pipe in the sum of $174.50 against Contract No. 4261 for grading and paving the West Hood River Connection of the Columbia River Highway in Hood River County.

We furnish this information as your Company appears as surety on the Performance Bonds furnished with these three contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Attach.

cc Huggins Insurance Agency
F. O. Laws

ED ON CARD

ARMCO DRAINAGE & METAL PRODUCTS, INC.
NORTH PACIFIC DIVISION
2321 S. E. GLADSTONE STREET
ARMCO
PORTLAND 2, OREGON

March 2, 1955

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned Armco Drainage & Metal Products, Inc. has a claim for sight posts in the sum of Thirty Seven Dollars and Fifty Cents ($37.50) against the bond taken from F. O. Laws and General Casualty, Co. for the work of Oregon State Highway Department Contract 4048, Interstate Bridge Approach, Hood River, Oregon

Very truly yours,

ARMCO DRAINAGE & METAL PRODUCTS, INC.

Duran B. Souls

Credit Supervisor
North Pacific Division

Duran B. Souls:me

FILED
MAR 3 1955
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
MAR 9 1955
FOR FILING

14-1031
4048

Lewis

March 7, 1955

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

This is to acknowledge your letter of March 3 to which was attached three copies of a claim filed with your office by Parker-Schram Company against F. O. Laws in the sum of $338.00. This claim is against Highway Contract No. 4048 and bears your file No. 3491.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

ECF

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

March 1, 1955

[illegible], Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by Parker-Schram Company for rental of Austin Road Roller in the sum of $338.00, against the bond taken from F. V. [illegible], Principal, and General Casualty Company of America, Surety, Highway Contract No. [illegible], our File No. [illegible].

We are enclosing three copies for your information and files. Kindly acknowledge same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By [illegible]
Clerk
Records Division

[illegible]
Inc.

RECEIVED
MAR 1 1955
OREGON
STATE HIGHWAY COMMISSION

[illegible]ED ON CARD

Laws
P

RECEIVED
MAR 9 1955
FOR FILING

11-1031
11. 77

March 7, 1955

General Casualty Co. of America
Portland Branch Office
209 S. W. Fourth Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Parker-Schram Company against F. O. Laws. The claim is in the sum of $338 for rental of an Austin Road Roller on State Highway Contract No. 4048 for grading the Interstate Bridge approach unit on the Columbia River Highway in Hood River County.

We furnish this information as your Company appears as surety on the Performance Bond furnished for this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Attach.

cc Huggins Insurance Agency
F. O. Laws

NOTED ON CARD

CHAS. T. PARKER
CARL A. SCHRAM

PARKER-SCHRAM COMPANY

GENERAL CONSTRUCTORS

BUILDERS EXCHANGE BUILDING
PORTLAND 4, OREGON

March 1, 1955

To Earl T. Newbry, Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned, Parker-Schram Company, has a claim for rental of a 10 Ton Austin Road Roller from July 26, 1954 to August 9, 1954 in the sum of $338.00 against the bond taken from F. O. Laws, Contractor, 2315 Broadway Street, Salem, Oregon, and The General Casualty Company of America through Huggins Insurance Agency, 375 North Church St., Salem, Oregon, for the work of grading the Interstate Bridge Approach Unit of the Hood River-Mosier Section of the Columbia River Highway in Hood River County. Being F. O. Law's Contract No. 4048 with the Oregon State Highway Commission.

To-date payment has not been received.

PARKER-SCHRAM COMPANY

By K. F. Brown

Subscribed and sworn to before me this 2nd day of March 1955.

FILED
MAR 3 1955
EARL T. NEWBRY
SECRETARY OF STATE

U. R. Walcutt
Notary Public for Oregon

My commission expires January 16, 1959

[illegible] ON CARD

21

RECEIVED

FOR FIL

14-1031

H. K. DENT
CHAIRMAN OF THE BOARD
W. L. CAMPBELL
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
SAFECO® INSURANCE CO. OF AMERICA
HOME OFFICES—SEATTLE 5, WASHINGTON

PORTLAND SERVICE OFFICE
TEL: ATWATER 3123
LINCOLN BUILDING
PORTLAND 4, OREGON
209 S.W. 4TH AVENUE

January 25, 1955

Oregon State Highway Department
H. B. Glaisyer, Secretary
Salem, Oregon

NOTED
H. B. GLAISYER

Gentlemen:

Re: Bond No.254197 F. O. Laws - Principal
Oregon State Highway Commission Contract No. 4048

NOTED
FLOYD QUERY

With reference to our recent conversation when I was in Salem, you will recall that we discussed the claim under the above contract which had been filed by Parker-Schram Co., about which you had previously advised us with your letter of December 10, 1954. I told you during our discussion that Mr. Laws had informed us that he had paid this account and you asked me to confirm this with Parker-Schram and then have them write you a letter indicating satisfaction of their claim so that your records would be up-to-date.

I have contacted Mr. Schram, who advises that actually their account is not entirely settled in that they received a check from our principal which was less than the amount claimed and that the deductions made by Laws were as far as they were concerned, unauthorized. Schram is going to check into this situation with the engineer and determine the status of the dispute and then recontact our principal for a settlement, after which Mr. Schram will advise you the exact status of this account for your records.

In the meantime, as I also advised you, we are going to get together with our principal and ascertain his capabilities and intentions regarding the various claims on the various jobs involved and will, of course, keep you posted.

Very truly yours,

A. L. Tebault
Manager - Claims Department
rr

RECEIVED
JAN 26 1955
OREGON
STATE HIGHWAY COMMISSION

8

RECEIVED
DEC 15 1954
FOR FILING

5498

December 13, 1954

Union Pacific Railroad Company
Omaha 2, Nebraska

Attention: Mr. L. V. Peart
Auditor of General and Station Accounts

Gentlemen:

Re: Hood River-Mosier Section
Agreement Audit 75415

Our final project statement of costs for the above project is being prepared for presentation to the Bureau of Public Roads for audit. Bills for your work at the site of the Hood River-Mosier Section will be a part of this final cost statement.

The final cost statement should be in the hands of the Bureau for audit within the next thirty days. We will advise you as soon as we receive their audit report.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/ds

cc C. H. Maison
C. A. Gardner

ASSIGNMENT

Date: **November 12, 1954** No. 3795 By wcw

Description: **Letter of November 8 by L. V. Peart of the Union Pacific Railroad Company relative to the status of various billings on the Hood River-Mosier Section.**

Acknowledged by____ Referred to **Gardner** ✓

- _ Investigate and report with recommendation
- _ Such action as necessary and report
- _ Comment or recommendation
- X Return with rough draft of reply
- _ Prepare reply for signature of Mr.______
- _ Contact correspondent and report

Remarks:

PLEASE RETURN TO W. C. WILLIAMS

Executed 12-13-54 me Report Received________

---

te of Oregon
LROAD COM NY
EPARTMENT
, GENERAL AUDITOR
R ASSISTANT GENERAL AUDITOR
GENERAL AUDITOR

L. C. CHAMBERLIN, AUDITOR OF FREIGHT ACCOUNTS
H. B. JACOBSEN, AUDITOR OF PASSENGER ACCOUNTS
L. R. HILKER, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

OMAHA 2, NEBRASKA.

FORM 260
9-54 20M

November 8, 1954

G 13-0

PLEASE RETURN TO W. C. WILLIAMS

rtment,

ter of October 18, 1954, rela-

n various projects.

epresent total charges on the

ered by Contract U.P. Audit No.

370).

	Amount	
	$4,233.36	(These amounts)
		(represent 10%)
	2,678.22	(retention)
621483	4,301.75	(Original amount)

Will you please advise whether final audit of these bills has been received from the Bureau of Public Roads and when settlement may be expected.

Yours truly,

L. V. PEART

RECEIVED
NOV 12 1954
[illegible]

SUBJECT: Unsettled Bills - State of Oregon

UNION [illegible]CIFIC RAILROAD COM[illegible]NY
ACCOUNTING DEPARTMENT

R. M. SUTTON, GENERAL AUDITOR
E. M. KERRIGAN, SENIOR ASSISTANT GENERAL AUDITOR
H. J. BEARSS, ASSISTANT GENERAL AUDITOR

E. R. MILLER, AUDITOR OF DISBURSEMENTS
L. V. PEART, AUDITOR OF GENERAL AND STATION ACCOUNTS
G. A. O'KEEFE, AUDITOR OF MISCELLANEOUS ACCOUNTS

L. C. CHAMBERLIN, AUDITOR OF FREIGHT ACCOUNTS
H. B. JACOBSEN, AUDITOR OF PASSENGER ACCOUNTS
L. R. HILKER, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

OMAHA 2, NEBRASKA.

FORM 260
9-54 20M

November 8, 1954

G 13-0

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Department,
Salem, Oregon.

Dear Sir:

This refers to my letter of October 18, 1954, relative to the status of billing on various projects.

The following bills represent total charges on the Hood River - Mosier Section covered by Contract U.P. Audit No. 75415 (State Railroad/Agreement 370).

Bill Audit Number	Amount	
597357	$4,233.36	(These amounts) (represent 10%) (retention)
602566	2,678.22	
621483	4,301.75	(Original amount)

Will you please advise whether final audit of these bills has been received from the Bureau of Public Roads and when settlement may be expected.

Yours truly,

L. V. PEART

RECEIVED
NOV 12 1954
STATE HIGHWAY ENGINEER

RECEIVED
DEC 13 1954
FOR FILING

14-1031
[illegible]

December 10, 1954

General Casualty Company of America
209 S. W. Fourth Avenue
Portland, Oregon

Gentlemen:

A letter has been received from Parker-Schram Company, Builders Exchange Building, Portland 4, stating that F. O. Laws owes them the sum of $338.00 for rental of an Austin road roller on Contract No. 4048 from July 26 to August 9, 1954. This contract was awarded to Mr. F. O. Laws for grading the Interstate Bridge Approach Unit on the Columbia River Highway in Hood River County.

This information is furnished as your company appears as surety on the performance bond furnished with the contract described.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:mdm 12/9

cc - Mr. F. O. Laws
2673 Portland Road
Salem, Oregon

RECEIVED
DEC 13 1954
FOR FILING

[illegible]

December 10,1954

Parker-Schram Company
Builders Exchange Building
Portland 4, Oregon

Attention: Mr. R. H. Brown

Gentlemen:

The General Casualty Company of America through Huggins Insurance Agency, 373 North Church Street, Salem, furnished the performance bond on State Highway Contract No. 4048, awarded to F. O. Laws for grading the Interstate Bridge Approach Unit of the Hood River-Mosier Section on the Columbia River Highway in Hood River County.

We note in your letter that you have a claim against Mr. Laws in the amount of $338.00 for rental of a roller.

This contract was completed August 27 and accepted by the State Highway Commission on September 23, 1954.

In the event that you might wish to protect your claim against the bond for a period longer than six months following acceptance of the contract, it is suggested that you file your claim with the Secretary of State. Attached is an excerpt from the Oregon Laws outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm 12/9
Attach.

NOTED ON CARD
12-15-54

Chas. T. Parker
Carl A. Schram

PARKER-SCHRAM COMPANY

GENERAL CONSTRUCTORS

Builders Exchange Building
Portland 4, Oregon

November 3, 1954
12-3-54

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

During the period July 26, 1954 to August 10, 1954, we performed certain services for F. O. Laws, Contractor, 2315 Broadway Street, Salem, Oregon, in connection with his Contract No. 4048 with the Oregon State Highway Commission for grading on the Interstate Bridge Approach Unit, Hood River-Mosier Section of the Columbia River Highway in Hood River County, and invoiced him as follows:

8/11/54	Rental of 10 Ton Austin Road Roller 7-26-54 to 8-9-54	2 weeks @ $169.00 wk.	$338.00
9/29/54	Furnishing and placing Class "B" Asphaltic Concrete		5,943.05
		Total Charges	$6,281.05
10/20/54	Paid on Account		5,943.05
		Balance Due	$338.00

Kindly advise us the name of the Bonding Company who issued the bond covering this contract.

Thanking you in advance, we are

Very truly yours,

PARKER-SCHRAM COMPANY

By R. H. Brown
R. H. Brown

REFERRED TO
~~BY~~ SECRETARY

RHB:dab

cc: F. O. Laws, Contractor
2315 Broadway Street
Salem, Oregon

RECEIVED
DEC 7 1954
OREGON
STATE HIGHWAY COMMISSION

12-3-54

14-1031

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 8, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4048	7-Final	F. O. Laws	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24951	R-110107	$ 223.68	12/7/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: June 30, 1954

Time Extensions: Aug. 27, 1954 with penalty

Completion Date: Aug. 27, 1954

Date Accepted: Sep. 23, 1954

Penalties: An extension of Time penalty assessed

Claims: None of record

Remarks: Engineering Costs in the amount of $924.70 was deducted from this Payment
R.R.

Date: 12-10-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

RECEIVED
DEC 1 - 1954
FOR FILING

November 30, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4048 for grading on the Interstate Bridge Approach Unit, Hood River-Mosier Section of the Columbia River Highway in Hood River County was completed by the contractor, F. O. Laws, on August 27 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $223.68 will be released to the contractor on or after December 10, 1954. The total contract amount is $37,385.54 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

11-30-54

RECEIVED
OCT 8 -1954
FOR FILING

October 8, 1954

Mr. [illegible] [illegible]aws
2673 Portland Road
Salem, Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 23, 1954 had under discussion your request for an extension of time, from July 30 to August 27, 1954, within which to complete your contract No. 4048 for grading on Interstate Bridge Approach Unit, Hood River-Mosier Section of the Columbia River Highway in Hood River County.

The Highway Commission granted your request for a time extension from July 30 to August 27, 1954 with the understanding that all engineering costs incurred from June 30, 1954 to August 27, 1954 be assessed as penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. [illegible]. Chandler,
Division Engineer

[illegible]. [illegible]. Benedict,
Resident Engineer

[illegible]. G. Smith,
Construction Engineer

RECEIVED
OCT 1 - 1954
FOR FILING

September 30, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to F. O. Laws, assigned to Willamette Valley Bank, on contract No. 4048, for grading on the Interstate Bridge Approach Unit, Hood River-Mosier Section of the Columbia River Highway in Hood River County.

This payment, in the amount of $12,982.61, will be released to the contractor on or after October 11, 1954. The retained percentage is $1,149.34.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

9-30-54

RECEIVED
SEP 22 1954
FOR FILING

September 21, 1954

Request for extension of time
No. 15
September 23 and 24 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from F. O. Lane for an extension of time on the Interstate Bridge Approach Unit, Contract No. [illegible], from July 30, 1954 to August 27, 1954.

The contractor has been very dilatory on this project, and on August 9 you granted an extension to July 30 with the understanding that all engineering costs incurred from June 30 until the actual completion date would be assessed as penalty. I recommend that this extension be granted with the same provisions as the one granted on August 9.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:js me

Enclosure

cc Mr. H. G. Smith

RECEIVED
SEP 23 1954
FOR FILING

Mrs Laws

September 20, 1954

Mr. F. O. Laws
2673 Portland Road
Salem, Oregon

Dear Mr. Laws:

This acknowledges your letter of September 16, 1954 transmitting the original and two copies, all executed, of an assignment of all monies now due or which may hereafter become due you from the State for work performed under State Highway Contract 4048 for grading the Interstate Bridge Approach Unit of the Hood River-Mosier Section of the Columbia River Highway, Hood River County, except the final three percent retainage. It is noted that the General Casualty Company of America, surety on the bond furnished by you in connection with this job, has consented to the assignment.

It appears that you have met the requirements of the State Highway Department with respect to the assignment of funds, and we shall be pleased to honor the assignment and will have future warrants prepared in conformity with the provisions thereof. The warrants will be mailed direct to the assignee, Willamette Valley Bank, Salem, Oregon.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HDG:jmc
cc: General Casualty Company of America
209 S. W. Fourth Avenue
Portland, Oregon
Attn. Paige S. Tongue, Attorney-in-Fact

Willamette Valley Bank
P.O. Box 368
Salem, Oregon

NOTED ON CARD

C. H. Maison (2)
F. Query

(over)

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Interstate Bridge Approach Unit, Hood River-Mosier Section

For Week Ending August 21, 1954, 19

Highway Columbia River

Kind of work Grading

Contractor F.O. Laws

Section prefix 14-1031

Contract number 4048

Date of contract October 30, 1953, 19

Date of completion June 30, 1954, 19

Date work started March 12, 1954, 19

Estimated date of completion August 23, 1954, 19

Amount of ~~contract~~Project . . . . . $ 44,275.63

Per cent of time elapsed 121 %

Estimated cost of completed project, exclusive of engineering . . . . $ 44,000

Per cent of contract completed, based on total contract price . . . . 9 100 %

Engineering cost to date $ 3,100, 91 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Working on concrete traffic separator Monday to Wednesday, inclusive. Completed this phase of the work Wednesday. State sign crew painted the separator at approx. a 24hour age to reduce traffic hazard.

Set 20 Sight Posts Thursday and Friday. This item is also completed.

1 dozer working in the borrow pit on the Mt. Hood Highway Thursday and Friday. It will take another day to finish it up in acceptable shape.

All other work under this contract has been completed.

FINAL REPORT.

NOTED
B A MARTIN

NOTED
FORREST COOPER

Signed A.V. Benedict A.V. Benedict

Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.22				
Miles partially completed					
Miles completed	0.22				
Total estimated quantities	32,000 C.Y.				
Estimated quantities moved or placed to date	32,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Windy		
Monday	Windy-Cloudy		
Tuesday	Windy		
Wednesday	Warm-Calm		
Thursday	Showers		
Friday	Windy		
Saturday	Fair		

RECEIVED
AUG 1[illegible] 1954
FOR FILING

14-1[illegible]

[illegible]

August 1[illegible], 1954

Mr. [illegible]
[illegible] Portland Road
Salem, Oregon

Dear Sir:

The State Highway Commission at its meeting held on August 9, had under discussion your request for an extension of time from June 30 to July 30, 1954 within which to complete your contract No. [illegible], covering the Interstate Bridge Approach Unit, Hood River-Mosier Section of the Columbia River Highway in Hood River County.

The Highway Commission granted your request with the provision that all engineering costs incurred from June 30, 1954 until the actual completion date be assessed as penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Oregon State Highway Commission

Secretary

[illegible]

cc: [illegible],
Division Engineer

[illegible] Benedict,
Resident Engineer

[illegible] Smith,
Construction Engineer

RECEIVED
JUL 1 3 1954
FOR FILING

4n4,

July 9, 1954

Oregon State Highway Commission

Request for Extension of Time
No. 1
August 9-10 Meeting

Gentlemen:

Herewith is a request from F. C. Laws for an extension of time on the Interstate Bridge Approach, Contract No. 4068, from June 30, 1954, to July 30, 1954, inclusive. This contract was awarded on October 30, 1953, but the contractor did not move in on the job until March 12, at which time he started clearing. Shovel operations commenced on March 22 and approximately ten days were lost since that time due to the rain.

Mr. Laws averaged only approximately 9,000 yards per month on the project, and this low average is due to lack of equipment and proper supervision.

I recommend that the extension be granted but that the penalty be assessed from June 30 until the actual completion date.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

er

FORM E-30 25M 9-51 62316

4047

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6th, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to the extension of time on Contract #4048, F. O. Laws, contractor.

This is the second job on which Laws has shown his inability to do highway construction. He does not have adequate equipment for the work, and he operates so slowly that trucks will not stay on the job. He was recently awarded a slope paving job on the Modoc Point-Berkley Springs Section. If he is not able to perform the latter job satisfactorily, I recommend he be disbarred from further bidding.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
NOV 30 1953
FOR FILING

4-[illegible]

4[illegible]

November 27, 1953

Mr. F. O. Laws
2673 Portland Road
Salem, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4048 which was awarded to you on October 30, 1953 by the State Highway Commission, covering the Interstate Bridge Approach Unit, Hood River-Mosier Section on the Columbia River Highway in Hood River County. This copy is for your files.

A copy of this contract is also being sent to the surety on your performance bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
FOR FILING
14-1031

4648

November 4, 1953

Mr. F. O. Laws
2890 Blossom Drive
Salem, Oregon

Dear Mr. Laws:

The State Highway Commission on October 30, 1953 awarded to you State Highway Contract No. 4648 for construction of the Interstate Bridge Approach on the Columbia River Highway in Hood River County. This award was based on your bid of $31,670.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa, SIAC

Enclosure

BF-162(2) North Fork-Middle Fork, 1953
Ash Creek Bridges
#4049

RECEIVED
FOR FILING

[illegible]

4-49

August 18, 1954

Mr. Charles E. Wiedeman
613 Jefferson
Dallas, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on August 9, had under discussion your request for an extension of time from May 30 to June 25, 1954 within which to complete your contract No. 4049, for constructing North Fork-Middle Fork Ash Creek Bridges on the Pacific Highway in Polk County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

O. S. Paxson,
Assistant State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 27, 1954

[illegible]

(CONTRACT NO.) 4249	(EST. NO.)	(CONTRACTOR)	
4049	7-final	Chas. Wiedman	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15334	R-100191	$ 2,198.27	7/27/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: May 30, 1954

Time Extensions: xxxxx to June 25, 1954 without penalty

Completion Date: June 25, 1954

Date Accepted: Aug. 9, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-12-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

8-12-54

By
Assistant Secretary

Warrant Mailed:

RECEIVED
JUL 21 1954
FOR FILING

July 21, 1954

Oregon State Highway Commission

Request for extension of time
No. 4
August 9 and 10 meeting.

Gentlemen:

Re: North Fork-Middle Fork Ash Creek
Bridges, Contract 4049

Charles [illegible], contractor for the construction of the North Fork-Middle Fork Ash Creek Bridges on the Pacific Highway West in Polk County, has requested an extension of time from May 15, 1954 to June 25, 1954 in which to complete the contract.

All work on this contract was completed on June 24, 1954. The delay in completion was caused by inclement weather, which made access to the jobs impassable. Also, two concrete bulkheads were added to the North Fork bridge.

This delay caused no inconvenience to the travelling public, nor was any additional engineering expense incurred by the State. It is recommended that the extension be granted without penalty to the contractor. Attached is a copy of the concurrence of the Bureau of Public Roads in this extension.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

PMS:gn

RECEIVED
FOR FILING

4049

July 9, 1954

General Casualty Co. of America
209 S. W. Fourth Avenue
Portland, Oregon

Gentlemen:

State Highway Contract No. 4049 for work performed on the North Fork-Middle Fork Ash Creek Section of the Pacific Highway in Polk County was completed by the contractor, Charles E. Wiedeman, on June 25, 1954 but has not as yet been accepted by the Commission.

Final payment in the amount of $2,198.27 will be released to the contractor after acceptance by the Commission. The total contract amount is $24,323.92 and nor force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Stan Malo, Insurance
513 Main Street
Dallas, Oregon

RECEIVED
DEC - 53
FOR FILING

FF-[illegible](2)
4049

December 3, 1953

Mr. Charles Wiedeman
613 Jefferson
Dallas, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4049, which was awarded to you on October 30, 1953 by the State Highway Commission, covering the North Fork-Middle Fork Ash Creek Bridges on the Pacific Highway West in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 2 1953
FOR FILING
F-1
4047

November 2, 1953

Mr. Charles E. Wiedeman
613 Jefferson
Dallas, Oregon

Dear Mr. Wiedeman:

The State Highway Commission on October 30, 1953 awarded to you State Highway Contract No. 4046 for construction of the North Fork-Middle Fork, Ash Creek Bridges on the Pacific Highway West in Polk County. This award was based on your bid of $[illegible]4,100.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
C. S. [redacted]
F. M. Franzus, SIAC

Enclosure

File ✓

FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 15, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BF-162(2), Orr Corner-Monmouth Section (Bridges) of the Pacific Highway West.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

33-3410 Warm Springs Jct., garage 1973

#4050

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 23, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4050	4-final	Gilbert Roberts	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19507	R-104637	$ 445.50	9/23/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: **June 30, 1954**

Time Extensions: **None**

Completion Date: **June 29, 1954**

Date Accepted: **Aug. 9, 1954**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **9-27-54**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 27 1954
R.R.

NOTED ON CARD
-27-54

RECEIVED
SEP 8 - 54
FOR FILING

September 8, 1954

United States Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4050 for constructing a garage at Warm Springs Junction in Wasco County was completed by the contractor, Gilbert Roberts, on June 29 and was formally accepted by the Highway Commission on August 9, 1954.

Final payment in the amount of $445.50 will be released to the contractor on or after September 18, 1954. The total contract amount is $4,042.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

9-8-54

RECEIVED
DEC 7 - '53
FOR FILING

33-3110

4050

December 3, 1953

Mr. Gilbert Roberts
Route 2, Box 120
Hood River, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4050, which was awarded to you on October 30, 1953 by the State Highway Commission, for construction of the Warm Springs Junction Garage in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
[illegible] 1953
FOR FILING
[illegible] 2410

405

November 4, 1953

Mr. Gilbert Roberts
Route 4, Box 116
Hood River, Oregon

Dear Mr. Roberts:

The State Highway Commission on October 30, 1953 awarded to you State Highway Contract No. 405 for construction of a garage at Warm Springs Junction in Wasco County. This award was based on your bid of $3,940.00 which was the low bid submitted to the Commission on that day for this project.

I enclose for your immediate information a copy of the proposal form which contains the specifications and special provisions pertaining to the job which may be useful to you pending preparation of the regular contract forms which will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. C. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa, SIAC

Enclosure

RF-313(1) Glenwood-North Plains Sec. 1973
Structures
4051

RECEIVED
JUN 4 - 1956
FOR FILING

[illegible]

[illegible]

June 1, 1956

Senator Warren A. McMinimee
McMinimee and Kaufman
Tillamook Building
Tillamook, Oregon

Dear Senator McMinimee:

Please pardon the delay in answering your letter of May 16 regarding the Glenwood-North Plains job; however, I have been on the sick list for the past two weeks and have just now returned to my desk.

The construction work on the Glenwood-North Plains Section was undertaken by two contracts. The first, awarded October 29, 1953, for the grading work was let to the Rogers Construction Co. This contract called for the completion of the major portion of the work by October 1, 1954 and the completion of all work by July 1, 1955. Progress of the job was hampered during the construction season in 1954 by extremely adverse weather conditions and, as a result, the project was carried over to the 1955 season which also had adverse weather for grading operations. Most of the grading work was completed in the fall of 1955, with all work being completed by January 31, 1956.

The contract for surfacing and paving the project was awarded to the Rogers Construction Co., October 28, 1954, with a specified date of completion of November 30, 1955. Delays occasioned largely by weather conditions, as explained above, impeded the progress of both the grading and the surfacing contracts, making completion impossible in the 1955 season. Our best estimate, at the moment, of the completion of the project is September 30, 1956. This is based on information developed by conferences with the contractor, W. E. Rogers, and would appear to be realistic.

I know of no problem involved in obtaining water, nor was there any serious problem of pollution involved; however, difficulty was encountered in finding sufficient acceptable gravel to complete the job. The contractor depleted the source that was specified and did move his crushing plant to another job during the winter months when crushing would not have been possible in the Glenwood area. An additional gravel source has now been obtained, and it is the intention of the contractor to move into the job immediately and to prosecute it diligently, with probable completion date as noted above; namely, September 30, 1956. To reiterate, the principal cause of delay on this project was unseasonal weather. I do not feel that the contractor has been dilatory.

I am sending you copies of the special provisions of the two contracts involved, as you requested.

Very truly yours,

cc Mr. W. C. Williams
Mr. Forrest Cooper

R. H. Baldock
State Highway Engineer

Attach. FC:AR

McMINIMEE AND KAUFMAN
ATTORNEYS AND COUNSELORS AT LAW
TILLAMOOK BUILDING
TILLAMOOK, OREGON

WARREN A. McMINIMEE
DOUGLAS E. KAUFMAN

PLEASE RETURN TO
W. C. WILLIAMS

May 16, 1956

Mr. R. H. Baldock
State Highway Engineer
State Highway Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Re: Glenwood - North Plains Job

Dear Mr. Baldock:

Recent inquiry has developed that the paving job on this operation is scheduled to commence on July 15 and to be completed by September 30 this year. It is further revealed that the contracting engineers are somewhat doubtful that the job can be completed this Fall.

If this is not completed by the middle of the Summer, it is absolutely contrary to what you have heretofore told me and of what I have been advised of the true facts in this matter.

Sometime ago I requested a copy of the contract under which this job was let. I again renew my request and I would like a statement from you with reference to this project.

Last year the statement was made that the only reason we couldn't get it completed was because there was difficulty in obtaining the water and there was a water pollution problem where the gravel was to be obtained. There was also the story given us that the contractor was permitted to complete another job in preference to this one.

I would, therefore, appreciate your sending me a copy of the original contract for the grading as well as the latest contract for the paving, together with any extensions or commitments that have been made in connection with this highway.

I would like to have them for study.

Very truly yours,

Warren A. McMinimee

WAM:el

RECEIVED
MAY 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 17 1954
FOR FILING

A-F 3.(1)

December 14, 1954

Johnston & Bryant
803 East 6th St.
Newberg, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from September 30, 1954 to October 14, 1954 within which to complete your contract No. 4051, for construction of the Glenwood-North Plains Structures on the Wilson River Highway in Washington County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Robert F. Dow,
Resident Engineer

C. S. Paxson,
Assistant State Highway Engineer

RECEIVED
DEC 17 1954
FOR FILING

RF - 3(1)

December 14, 1954

Johnston & Bryant
803 East 6th St.
Newberg, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from September 30, 1954 to October 14, 1954 within which to complete your contract No. 4051, for construction of the Glenwood-North Plains Structures on the Wilson River Highway in Washington County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Robert F. Dow,
Resident Engineer

G. S. Paxson,
Assistant State Highway Engineer

CF - 313 (1)

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 26, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4051	9-Final	Johnston & Bryant	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23922	R-109064	$ 7,838.92	11/26/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Aug. 31, 1954

Time Extensions: to Oct. 14, 1954 without penalty

Completion Date: Oct. 9, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-10-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

12-10-54

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 1
Ruth Rawlings

RECEIVED
NOV 18 1954
FOR FILING

Rt. 21. (1)
4051

November 17, 1954

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4051 for work performed (Structures) on the Glenwood-North Plains Section of the Wilson River Highway in Washington County was completed by the contractor, Johnston & Bryant, on October 9, 1954, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $7,838.92 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $93,623.04, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD
11-17-54
rn

RECEIVED
NOV 15 1954
FOR FILING

BF [illegible] (1)
4, 7 1

November 15, 1954

Oregon State Highway Commission

Request for extension of time
No. 8
December 7 and 8 meeting.

Gentlemen:

Re: Glenwood-North Plains Structures
Contract No. 4051

Johnston and Bryant, contractor for the construction of the Glenwood-North Plains Structures on the Wilson River Highway in Washington County, has requested a second extension of time from September 30, 1954, to October 14, 1954, in which to complete the contract.

All work on these structures, with the exception of placing the drain pipe at the ends of the structures, was completed on September 21, 1954. The drain pipe could not be placed until the fills at the ends of the structures were completed by the grading contractor. These fills were placed during the first part of October 1954, and the contractor completed all work on October 9, 1954.

As this delay was not the responsibility of the contractor, it is recommended that this second extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/ds

Attached

RECEIVED
OCT 8 - 1954
FOR FILING

October 8, 1954

Johnston & Bryant
803 West 6th
Newberg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 23 had under discussion your request for an extension of time, from August 31 to September 30, 1954, within which to complete your contract No. 4051 covering the Glenwood-North Plains structures on the Wilson River Highway in Washington County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

l

cc: [illegible] Melton,
Division Engineer

Robert F. Low,
Resident Engineer

R. [illegible] Maxson,
Assistant State Highway Engineer

RECEIVED
OCT 7 - 1954
FOR FILING

October 6, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Our Glenwood-North Plains Paving Project, BF-313 (1), includes a small amount of roadbed construction at its west end. The yardage involved is 18,300, of which 1,100 is side borrow and 17,200 is borrow from the overburden on the gravel deposit from which materials for gravel base are to be obtained.

As the borrow excavation from the gravel deposit will, in all probability, be intermingled with overburden excavation (which is a "no-pay" item), and will come from rough, shallow and irregular areas, we anticipate that measurement in place would be difficult and inaccurate, if not impossible. Accordingly we request your consent to pay for the roadbed construction as "embankment in place," quantities to be determined by cross-section measurement of the completed embankments.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:gs

BF-313 (1)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Geology And Soils Section
Project Base Design

Section Glenwood-North Plains Highway Wilson River ADT Trucks 264
County Wash. Prefix 34-1469 Date 9-13-54 Res. Engr. C. A. Peterson
Length of Project 9.917 Miles. Station 2187+00 To Station 2712+00

DETAIL OF BASE COURSES AND WEARING SURFACE, in inches

Station to Station	Equivalent Surfacing In Place On Road	Select Subgrade Material (1)	Topping Material	Base Material	Leveling Course	Wearing Surface	Total Base etc. and Wear. Surface	Design Classif. of Traffic
2187+00 to 2272+00	--	18"	--	12"	1½"	4"	17½"	Heavy
2272+00 to 2712+00	--	12"	--	12"	1½"	4"	17½"	"

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	% Pass. 40 Screen	% Abrasion Loss	% Sodium Sulphate Loss	Asphalt Stripping	L.L.	P.I.	To be used for
Gales Creek Gravel Pit (2)	297926	2.92	Gravel	--	20	--	---	30	0	Base
	297927	2.89	"	--	17.2	---	---	29	0	"
	297928	2.86	"	--	17.2	---	---	20	0	"
	297929	2.91	"	--	18.1	---	---	27	0	"
	297930	2.86	"	--	19.0	---	---	33	0	"
	297931	2.89	"	--	17.2	---	---	29	0	"
	297932	2.85	"	--	20.0	---	---	29	0	"
	297933	2.78	"	--	23.6	---	---	32	2	"
	297934	2.85	"	--	22.7	---	---	33	2	"
	297935	2.86	"	--	20.0	---	---	34	0	"

REMARKS

(1) Selected subgrade material is placed under grading contract from Sta. 2210 to 2712+00. subgrade Sta. 2187 to 2210 to be gravels under paving contract. Materials are Gales Creek gravels Sta. 2210 to 2203+50 & ± 2620 to 2712+00. Quarry run rock from cut 2360 to 2366 (Shearer) placed 2203+50 to 2423+00. Quarry run rock from cut 2473 to 2490 (laterite) placed 2423+00 to ± 2620.

(2) Gravel pit spotty with dirty sands as shown by Liquid Limits in excess of 30.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by
Soils Engineer

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway Engineer

RF-313 (?)

REGON STATE HIGHWAY DEPARTMEN
CONSTRUCTION DIVISION
Geology And Soils Section
Project Base Design

Section Glenwood-North Plains Highway Wilson River ADT Trucks 264
County Wash. Prefix 34-1469 Date 9-13-54 Res. Engr. C. A. Peterson
Length of Project 9.917 Miles. Station 2187+00 To Station 2712+00

DETAIL OF BASE COURSES AND WEARING SURFACE, in inches

Station to Station	Equivalent Surfacing In Place On Road	Select Subgrade Material (1)	Topping Material	Base Material	Leveling Course	Wearing Surface	Total Base etc. and Wear. Surface	Design Classif. of Traffic
2187+00 to 2272+00	--	18"	--	12"	1½"	4"	17½"	Heavy
2272+00 to 2712+00	--	12"	--	12"	1½"	4"	17½"	"

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	% Pass. 40 Screen	% Abrasion Loss	% Sodium Sulphate Loss	Asphalt Stripping	L.L.	P.I.	To be used for
Gales Creek Gravel Pit (2)	297926	2.92	Gravel	--	20	--	---	30	0	Base
	297927	2.89	"	--	17.2	---	---	29	0	"
	297928	2.86	"	--	17.2	---	---	20	0	"
	297929	2.91	"	--	18.1	---	---	27	0	"
	297930	2.86	"	--	19.0	---	---	33	0	"
	297931	2.89	"	--	17.2	---	---	29	0	"
	297932	2.85	"	--	20.0	---	---	29	0	"
	297933	2.78	"	--	23.6	---	---	32	2	"
	297934	2.85	"	--	22.7	---	---	33	2	"
	297935	2.86	"	--	20.0	---	---	34	0	"

REMARKS

(1) Selected subgrade material is placed under grading contract from Sta. 2210 to 2712+00. subgrade Sta. 2187 to 2210 to be gravels under paving contract. Materials are Gales Creek gravels Sta. 2210 to 2203+50 & ± 2620 to 2712+00. Quarry run rock from cut 2360 to 2366 (Shearer) placed 2203+50 to 2423+00. Quarry run rock from cut 2473 to 2490 (laterite) placed 2423+00 to ± 2620.

(2) Gravel pit spotty with dirty sands as shown by Liquid Limits in excess of 30.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by Soils Engineer
Recommended by Construction Engineer
Recommended by Engineer of Materials
Approved by Deputy State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Geology And Soils Section
Summary of Base Design Data

Section: Glenwood-North Plains Highway: Wilson River County: Washington
Traffic ADT Trucks: 264 Total: 1583 Design Classif.: Heavy Res. Eng'r.: C. A. Peterson
Length of Project: 9.917 Miles, Station: 3187+00 To Station: 2712+00 Prefix: 34-1469

STATION	Rt.	℄	Lt.	Depth of Sample	% Pass 200 Screen	L.L.	P.I.	"R" Value	% Silt.	Base and Wearing Surface Inches	Safety Factor Inches	Total Base and Wear. Surf. Inches	Remarks
2276+50		x		0-1'	90	56	31	55	27	12"	2"	14 "	Representative of subgrade soils. 2257 - 2284
2289+00	4'			0-1'	86	31	6	20	54	18½"	4"	22½"	
2330+00			30	0-1'	94	72	37	31	50	15 "	3"	18 "	
2343+00		x		0-1'	96	44	20	19	43	19 "	4"	23 "	
2345+25		x		0-1'	98	30	10	5	60	23 "	5"	28 "	
2357+00		x		0-1'	28	48	11	64	16	12 "	2"	14 "	
2403+00		x		0-1½	97	50	26	25	42	17 "	3½"	20½"	2377 - 2423
2443+80	50'			2'-10' 18'-30'	82 62	48 56	22 22	13 19	50 42	20½" 18½"	4 " 3½"	24½" 22 "	2423 - 2470 & 2605 - 2619
2477	70'			?	54	51	10	47	36	12 "	2 "	14 "	2470 - 2510 2523 - 2558 2583 - 2605
2652+20	60'			2'-18'	97	34	11	4	66	23½"	5"	28½"	2637 - 2657
2678+20	80'			2'-24'	97	41	14	4	60	23½"	5"	28½"	2657 to 2695
2690+00		x		0-1'	96	37	13	10	57	21½"	4½"	26 "	

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SEP 1 3 1954
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4051

September 9, 1954

Request for extension of time
No. 10
September 23 and 24 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Glenwood-North Plains Structures
Contract No. 4051

Johnston & Bryant, contractor on the Glenwood-North Plains Structures on the Wilson River Highway in Washington County, has requested an extension of time from August 31, 1954, to September 30, 1954, in which to complete work on this contract.

The contractor has made satisfactory progress on the construction of these structures. He was delayed by high water at the Gales Creek Bridge and by the inability to use access roads to the other structures due to bad weather.

There has been no inconvenience to the traveling public nor any additional engineering expense to the State by reason of the contractor's failure to complete the work within the time limit specified. It is recommended that the extension be granted without penalty to the contractor. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

CAO/ds

Attached

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DEC 18 1953
FOR FILING

PF [illegible]

[illegible]

December 17, 1953

Johnston & Bryant
803 East 6th
Newberg, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4051, which was awarded to you by the State Highway Commission, covering the Glenwood-North Plains Structures on the Wilson River Highway in Washington County.

A copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 30 [illegible]
FOR FILING

AGENDA
DEC 10 '5[illegible]
32-2

11 1

November 2, 1953

Johnston & Bryant
803 East Sixth Street
Newberg, Oregon

Gentlemen:

The State Highway Commission on September 24th accepted your proposal for construction of four reinforced concrete bridges and reconstruction of a log bridge on the Glenwood-North Plains Section of the Wilson River Highway in Washington County for the sum of $83,245.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as the necessary right of way is acquired and approval of the Bureau of Public Roads is received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4051.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. W. M. Franswa
Mr. H. G. Smith
Mr. G. S. Paxson
Mr. S. H. Probert
Mrs. Goldie Lewis

ER

RECEIVED
DEC 30 1953
FOR FILING

AGENDA
DEC 10 '53

3a-2

November 2, 1953

Johnston & Bryant
803 East Sixth Street
Newberg, Oregon

Gentlemen:

The State Highway Commission on September 24th accepted your proposal for construction of four reinforced concrete bridges and reconstruction of a log bridge on the Glenwood-North Plains Section of the Wilson River Highway in Washington County for the sum of $83,945.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as the necessary right of way is acquired and approval of the Bureau of Public Roads is received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4051.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ud

cc - Mr. W. M. Franzwa
Mr. H. G. Smith
Mr. G. S. Paxson
Mr. S. H. Probert
Mrs. Goldie Lewis

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 2, 1953

Johnston & Bryant
803 East Sixth Street
Newberg, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Glenwood-North Plains Section Structures on Wilson River Highway in Washington County for which you submitted low bid on September 24, 1953. Contract forms will be mailed you shortly for execution.

N. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

RECEIVED
1953

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FORM E-30 25M 9-51 82315
FOR FILING

CF 315(1)

4051

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1953

SUBJECT: Glenwood-North Plains Section
Dairy Creek-Gales Creek Bridges

To: W. C. Williams
1st Assistant State Highway Engineer
BUILDING

NOTED
W. C. WILLIAMS

Rights of way have now been secured and as far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP:pg

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1953

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FOR FILING
[illegible]
4051

November 2, 1953

Mr. C. J. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Glenwood-North Plains
Section Structures
F.A.P. Oregon BF-313(1)

On September 24 the Highway Commission accepted the low bid of Johnston & Bryant of Newberg in the amount of $83,945 for the above project.

Award of the contract was delayed until such time as certain matters pertaining to the right of way for the project could be cleared up. The right of way has been acquired, and the engineer now proposes to award the contract to the low bidder as of this date. May we have your concurrence in the award of this contract.

The contract number for the project will be 4051.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

CAG/ds

cc G. S. Paxson

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DEC 13 1957
FOR FILING

December 10, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Oregon Project BF-108(8), South Unit, Bend-Lapine
Oregon Project BFI-324(14), Hopmere Interchange - 4759
Oregon Project I-323(20), 37th-42nd Avenue — 4827

Dear Sir:

Reference is made to your letter of October 24 in which you call attention to excessive subcontracting on the above-captioned projects. We have checked into the project records and find as follows:

On the South Unit, Bend-Lapine Project, BF-108(8), we find that no subcontracts were approved on this project. This contractor, J. W. Briggs, did not indicate that the work was being subcontracted; however, our cost-keepers, in examining his records at the completion of the project, found that Item 1, Clearing, and Items 20 through 26, which covered the paving, were subcontracted. This was done without our knowledge or consent.

On the Hopmere Interchange, BFI-324(14), we approved subcontracts in the amount of 38 per cent. Investigation initiated by your letter has brought to light a sub rosa contract in the amount of 34 per cent of the contract, which was entered into without our knowledge or consent. The matter of sub rosa contracts is a particularly vexing one, and we are instructing our personnel to continue vigilance in unearthing such, and in case we are not successful as indicated by future performance, it may be necessary to include a liability clause in the specifications.

With respect to the 37th-42nd Avenue Project, I-323(20), Mr. Stephenson has reported to you previously that the dollar value of the subcontracts executed, many of which were for partial items, did not exceed 50 per cent of the total contract price and they were approved on this basis.

In order that there be no question in anyone's mind, we are issuing a general letter to the field reiterating previous instructions and clarifying the basis on which percentages shall be computed. A copy of this letter is attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
Mr. W. C. Williams - Mr. Tom Edwards
TE:ar fn

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1957

SUBJECT: Subcontracts

To: ALL STAFF ENGINEERS, DIVISION ENGINEERS,
RESIDENT ENGINEERS, AND LOCATING ENGINEERS:

We have experienced some difficulty in controlling the amount of work subcontracted to the maximum specified 50 per cent. In order to clarify rulings in regard to this matter, you are advised as follows:

If items are only partially subcontracted (for example, the production of mineral aggregate when the bid item calls for "Mineral Aggregate in Place", the placing of metal reinforcement when the bid item calls for "Furnishing and Placing Metal Reinforcement", or the placing of culvert pipe when the bid item calls for "Furnishing and Placing Culvert Pipe"), the correct percentage of subcontracts is arrived at by adding the items partially subcontracted and comparing against the total contract bid price.

Conversely, if the contractor subcontracts a total item, such as the "Furnishing and Placing of Mineral Aggregate" complete, the "Furnishing and Placing of Metal Reinforcement" complete, or the "Furnishing and Placing of Concrete Culvert Pipe" complete, the correct percentage is arrived at by use of the bid prices and amounts stated in the prime contract. These, added to any partial (if any) subcontracted items, should then be compared against the total contract bid price.

Your special attention is called to the fact that a contractor might subcontract one of these items at a figure less than that shown in the prime contract, but, where the item is subcontracted as a complete item, the prime contract price must prevail and not the price at which the item was subcontracted.

We wish to request your constant vigilance in approving subcontracts in order that these rules may be observed, and we wish to enlist your constant vigilance against the execution of sub rosa subcontracts. In case you have any doubt as to the existence of such sub rosa contracts, it will be well to solicit a written statement from the contractor in that regard.

Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer

cc Mr. C. G. Polk

FORM E-80X—50M—11-55—80228

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
November 7, 1957

SUBJECT South Unit, Bend-Lapine Section
The Dalles-California Highway

67

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Regarding the subcontracting of over 50% on the South Unit, Bend-Lapine Section of The Dalles-California Highway, F. A. P. BF-108 (B).

This contract is now four years old and I am somewhat hazy as to what transpired. I do remember talking to Mr. Chandler about this subcontract, which was between J. W. Briggs, Prime contractor and Warren Northwest, subcontractors. The percentage as made by us was 57% and not 67% as stated. The items all had to do with crushing, oiling and paving, and we could not see how any items could be deleted very well from this special line of work. At that time Mr. Chandler and I thought the percentage of subcontracts was checked in the Construction Office.

In the future after checking percentage-wise, those in excess of the allowable 50% will be returned to the contractor, so he can make other arrangements.

In figuring the percentage subcontracted, do we take the contract bid amount or the amount of the subcontract? A subcontractor might take all of items 1 to 10 inclusive and his amount on these items might be $50,000 less than the amount of these items on the contract.

DEAN SWIFT
Division Engineer

DS:me

CONSTRUCTION DIVISION
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NOTED ☐☐☐☐☐

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OCT 11 1955
FOR FILING

October 7, 1955

FINAL COST ANALYSIS

South Unit, Bend-Lapine
Contract #4052

The Dalles-California Highway
Prefix 9-1031

Grading & Paving
J. W. Briggs, Contractor
F. S. Cox, Resident Engineer

NOTED
State Highway Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
***Clearing & Grubbing		All	$	$	$9,000.00	$36,000.00
Struct Exc. Unclass.	313.06	Cu. Yd.	2.50	1.23	386.15	782.65
Spec. Borrow Exc. Unclass.	42,840.2	Cu. Yd.	0.30	0.286	12,282.77	12,852.06
Gen. Exc. Loc. "A" Unclass.	30,305.5	Cu. Yd.	0.30	0.289	8,766.80	9,091.65
Gen. Exc. Loc. "B" Unclass.	172,925.6	Cu. Yd.	0.40	0.519	89,725.31	69,170.24
Short Overhaul	733,346.1	Yd. Sta.	0.01	0.01	7,333.46	7,333.46
Long Overhaul	17,651.7	C-Yd. Sta.	0.40	0.40	7,060.68	7,060.68
Fin. R/W & Slopes	12.62	Miles	1,000.00	676.10	8,532.44	12,620.00
Rounding Cut Banks	7,296	Lin. Ft.	0.10	0.16	1,172.39	729.60
78" Corr. Metal Pipe	10	Lin. Ft.	35.00	50.83	508.34	350.00
12" Concrete Pipe	1,320.5	Lin. Ft.	2.00	1.65	2,184.13	2,641.00
18" Conc. Pipe	1,182	Lin. Ft.	3.50	3.03	3,578.65	4,137.00
*Concrete Catch Basins	2	Each	100.00	100.00	200.00	200.00
*Concrete Curbs	90.89	Cu.Yd.	45.00	45.00	4,090.05	4,090.05
****Metal Guard Rail Conc. Post	2,612	Lin. Ft.	2.50	2.49	6,514.73	6,530.00
****Corr. Metal Sight Post	30	Each	2.50	1.86	55.79	75.00
Selec. Gravel Topping	90,894.5	Cu. Yd.	0.25	0.46	41,884.00	22,723.63
Hauling Gravel Topping	177,886.25	Yd.Miles	0.07	0.12+	21,417.50	12,452.04
**Sprinkling	4,088.813	M/Gals.	2.00	2.00	8,177.63	8,177.63
3/4-¼ Cinder in Binder C.	1,310.1	Cu. Yd.	2.75	2.96	3,876.85	3,602.78
RC-3 Asph. in Binder Course	61.25	Tons	42.00	46.23	2,832.19	2,572.50
Asph. Concrete Mixture	24,124.498	Tons	4.32	3.534	85,255.98	104,217.83
86-100 Asph. in Conc. Mixture	3,537.43	Tons	32.00	29.84	105,575.31	113,197.76
Agg. in Shoulder Oiling	4,132	Cu. Yd.	3.50	2.91	12,036.09	14,462.00
150-200 Asph. in Should. Oiling	316.45	Tons	40.00	49.02	15,510.85	12,658.40
200-300 Asph. in Should. Oiling	77.5	Tons	40.00	49.02	3,798.52	3,100.00
PA #1 Selected Gravel Topp	13,460	Cu. Yd.	0.25	0.46	6,202.06	3,365.00
PA #1 Hauling Gravel Topp	9,440.5	Cu. Yd.	0.07	0.12+	1,136.64	660.84
**PA #2 Spc. Concrete Catch B.	1	All	150.00	100.00	100.00	150.00
PA#3 150-200 Asph. in Binder C.	172.09	Tons	40.00	43.30	7,451.95	6,883.60
PA #3 3/4-¼ Agg. in Binder C.	1,589.5	Cu. Yd.	2.75	2.96	4,703.65	4,371.13
****PA #5 Furn. & Place Corr. Metal Sight Post	319	Each	2.50	1.86	593.28	797.50
PA #6 Purchase Excess Agg	1,905	Cu. Yd.	0.75	0.893	1,701.17	1,428.75
					$477,706.80	$ 488,484.78

*Work Done All or Part By Patterson
** Work Done All or Part By W. A. Anderson
*** Work Done All or Part By Wilbur Sumpter
**** Work Done All or Part By R&M Const. Co.

	Gross Revenue	Total Cost	Profit	Loss	% Profit or Loss	Net Loss
J. W. Briggs	$221,990.03	$236,612.85		$14,622.82		6.6%
Warren-Northwest Inc.	266,494.75	241,093.95	$25,400.80		9.5%	
	$488,484.78	$477,706.80	$10,777.98		2.2%	

J. W. Briggs
Detail of Cost

Labor:

Labor and Supervision	$69,480.90	
Labor Insurance	6,114.21	
		$ 75,595.11

Materials:

78" Corr. Metal Pipe	10 Ft.	at	$29.19	$ 291.90	
78" Band	1 Band	"	59.38	59.38	
12" Concrete Pipe	1,320.5 Ft.	"	.88	1,162.05	
18" Concrete Pipe	1,182 Ft.	"	2.00	2,364.00	
Guard Rail	2,600 Ft.	"	1.51	3,926.00	
End Section	8 End Sec.	"	3.85	30.80	
Corr. Metal Sight Post	349 Post	"	1.35	471.15	
					$ 8,305.28

Equipment Rentals & Misc. Supplies:

Equipment Rentals (owned)	91,064.50	
Hired Trucks	3,779.35	
Powder & Caps	1,518.75	
Gas, Oil & Grease	18,212.15	
Small Tools & Misc. Supplies	1,821.30	
PL & PD Insurance	868.50	
Bond	1,483.00	
Freight & Cartage	2,137.63	
Home Office & General Overhead	6,047.85	
		$126,933.03

Paid to Wilbur Sumpter (Clearing)	9,000.00	
Paid to W. A. Anderson (Sprinkling)	8,177.63	
Paid to R & M Construction Co. (G.Rail & Sight P.)	2,211.75	
Paid to Patterson (Curb - Catch Basins)	4,390.05	
		$ 23,779.43

TOTAL COST...... $236,612.85

Warren-Northwest

Breakdown of Crushing Cinders

	Cost	Cu. Yds.	Unit Cost
Move in & Set Up	$6,210.62	31,156	$0.199
Doze to Crusher	8,915.22	31,156	0.286
Crushing	10,750.15	31,156	0.345
Stockpiling	1,971.04	31,156	0.063
	Cost in Stockpile at Plant		$0.893

The Crushing Plant operated 223 hours for an average production of 146.5 Cu. Yds. per working hour.

South Unit, Bend-Lapine
Contract #4052

Breakdown of Class "B" Asph. Concrete

	Cost	Tons	Unit Cost
Move in & Set Up	$7,820.91	24,124.5	$0.324
Feed Aggregate into Dryer	2,773.04	24,124.5	0.115
Heat & Mix	23,575.69	24,124.5	0.977
Haul to Street (Avg. Haul 10.5 miles)	19,907.74	24,124.5	0.825
Flag & Street Work	9,663.04	24,124.5	0.40
Cost of Aggregate	21,543.18	24,124.5	0.893
	Cost of Mix per ton		$3.534
Cost of Asphalt Incl. Freight			4.376
	Total Cost		$ 7.91

Remarks:

This was a "Federal Aid Project." The contract calling for the construction of 12.62 miles highway roadbed, 12.62 miles of selected roadbed topping and construction of 12.62 miles of asphaltic concrete pavement with type 0-11 oil mat shoulders. This project was bid September 24, 1953, and completed August 25, 1954.

Clearing was sublet to Wilbur Sumpter for $9,000. plus all merchanable timber, so this item shows the prime contractor a nice profit on clearing.

The contractor started grading October 26, 1953, and worked up till January 8, 1954. He was forced to stop all work on account of snow. Then on March 17, 1954, he moved his equipment back in to finish the grading. Having too low a bid price Class "B" Excavation with poor supervision, this item shows a loss.

Concrete catch basins, concrete curbs, metal guard rail and sprinkling on this contract were sublet.

Warren-Northwest sublet all crushing, oiling and class "B" asphaltic concrete at bid prices. Then on May 19, 1954, the subcontractor started setting up a 4,000 lb. paving plant, in cinder pit located 4.26 miles easterly from M. Point 171.43 (Finley Butte) on June 10, 1954, a 3-crusher plant was moved into the same pit where all crushed materials were produced. Paving was started June 28, 1954, and completed July 26, 1954. All asphalt was hauled to the job in insulated transports from Portland. All plant mix was hauled in hired trucks with the average haul of 10.5 miles.

The paving plant operated 175.5 hours for an average of 137 tons per hour.

The prime contractor having low bid prices and with poor supervision shows a loss. The subcontractor on paving having fair bid prices with high production on both crushed cinders and plant mix was able to realize a fair profit.

Oscar Cutler
Chief Cost Analyst

By . . . K. T. Wechter

RECEIVED
MAR 18 1955
FOR FILING

BF 118(1)
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 16, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4052	12-Final	J. W. Briggs	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
4925	R-117971	$ 16,040.43	3/16/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1954

Time Extensions: None

Completion Date: Aug. 25, 1954

Date Accepted: Sept. 23, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-17-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: Ruth Rawlings

NOTED ON CARD

RECEIVED
MAR 4 1955
FOR FILING

BF-108(8)

4052

March 4, 1955

REGISTERED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4052 for work performed on the South Unit, Bend-Lapine Section of the The Dalles-California Highway in Deschutes County was completed by the contractor, J.W. Briggs, on August 25 and was formally accepted by the Highway Commission on September 23, 1954.

Final payment in the amount of $16,040.43 will be released to the contractor on or after March 14, 1955. The total contract amount is $488,484.78, of which amount $1,428.75 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JAN 2 0 1955
FOR FILING

BF-108 (M)
4[illegible]
556.8

WARREN NORTHWEST INC.
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 5072 - PHONE KENWOOD 7531
PORTLAND 13, OREGON

PLEASE RETURN TO
W. C. WILLIAMS

December 14, 1954

[illegible]
W. C. WILLIAMS

Mr. W. C. Williams
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

I wish to thank you for your letter of December 6, regarding the materials left on hand on the J. W. Briggs Company Contract #4052, South Unit, Bend-Lapine Section.

The question of materials left on hand on the completion of state highway projects is quite a problem to us and many of the material producing contractors inasmuch as under our contract we are obligated to provide the total amount of materials called for in the contract. This always creates a problem on the completion of the crushing operations inasmuch as we dare not be short, so, of course, the only other alternative is to produce enough materials to take care of the contract quantities. To date we have not been caught short on any of our projects. I don't know what we would do on some of these outlying projects in case we were because commercial materials are usually not available within a good many miles. This partially explains the situation in which we find ourselves on many of the state highway projects and why we sometimes have materials left on hand on the completion of a specific project.

In accordance with your letter of December 6, we of course feel that we should be paid for the materials left on hand, but will accept your compromise offer on this matter.

Thanking you, we remain

Very truly yours,

WARREN NORTHWEST, INC.

J. R. Wininger,
President

JRW:dle

cc: J. W. Briggs Co, Bend, Oregon

ASSIGNMENT

Date: December 16, 1954 No.____ By____

Description: Letter of December 14 by J. R. Wininger, President of Warren Northwest, Inc., regarding compromise settlement in connection with materials left on hand on the J. W. Briggs Company Contract #4052, South Unit, Bend-Lapine Section.

Acknowledged by____ Referred to Smith

__ Investigate and report with recommendation
x Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks: Cover by Price Agreement.
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 12-21-54 Report Received__________

mber 10, 1954

the Division Engineer your claim for
coat on Contract No. 4052, South
W. Briggs, Contractor; Warren North-
aving, and I can see no reason for the
for this patching, as I believe it
ur subcontract with Mr. Briggs.

or and you, yourself, were entirely
n you bid the job and undoubtedly an-
ild not set up like a pavement and
le patching to be done. In fact, on
great deal more patching than on this
job.

The only unusual condition seems to be that the prime coat was done in sections. It was started on May 11 and not finished until June 25. This oiling by sections eliminated a large expense in blade maintenance, which the contractor would have incurred had the entire surfacing been finished before any oiling was done. There was a section 800 feet long where the prime coat was applied a second time by the distributor, but this was paid for under the bid prices.

The conditions affecting the prime coat are so variable that I feel it is one of the risks upon which the contractor bids, and the contractors have hitherto assumed this in all their operations. You are the only one who, as I remember, has insisted that the patching on the prime coat be covered by an extra work agreement, and I see no valid reason why it should be done in this case. If you think the conditions were unusual with respect to oiling by sections, I think your complaint rests between you and the general contractor, as it undoubtedly saved him far more money than the cost to you by the elimination of blade maintenance.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to Mr. H. G. Smith
Mr. W. E. Chandler
HGS:ar er

RECEIVED
DEC 13 1954
FOR FILING

December 10, 1954

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Attention: Mr. J. R. Wininger

Gentlemen:

I have reviewed with the Division Engineer your claim for $448.29 for patching the prime coat on Contract No. 4052, South Unit, Bend-Lapine Section, J. W. Briggs, Contractor; Warren Northwest, Inc., Subcontractor on paving, and I can see no reason for the State to assume responsibility for this patching, as I believe it should have been covered in your subcontract with Mr. Briggs.

The general contractor and you, yourself, were entirely familiar with the material when you bid the job and undoubtedly anticipated that the material would not set up like a pavement and that there would be considerable patching to be done. In fact, on a great many jobs, there is a great deal more patching than on this job.

The only unusual condition seems to be that the prime coat was done in sections. It was started on May 11 and not finished until June 25. This oiling by sections eliminated a large expense in blade maintenance, which the contractor would have incurred had the entire surfacing been finished before any oiling was done. There was a section 800 feet long where the prime coat was applied a second time by the distributor, but this was paid for under the bid prices.

The conditions affecting the prime coat are so variable that I feel it is one of the risks upon which the contractor bids, and the contractors have hitherto assumed this in all their operations. You are the only one who, as I remember, has insisted that the patching on the prime coat be covered by an extra work agreement, and I see no valid reason why it should be done in this case. If you think the conditions were unusual with respect to oiling by sections, I think your complaint rests between you and the general contractor, as it undoubtedly saved him far more money than the cost to you by the elimination of blade maintenance.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to Mr. H. G. Smith
Mr. W. E. Chandler
HGS:ar er

ASSIGNMENT

Date: November 17, 1954 No. 5511 By wcw

Description: Letter from J. R. Wininger, Pres., Warren Northwest Inc., P.O.Box 5072, Portland 13, Ore., 11-5-54, re patching prime coat, Contract No. 4052, South Unit, Bend-Lapine Section.

Acknowledged by_____ Referred to H.G.Smith

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
XX Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks: The amount involved in this is small but if Chandler's recommendations are based on firm ground I have no course but to reject.

Executed 12 9-54 Report Received__________

ORTHWEST INC.
ROAD CONTRACTORS
72 - PHONE KENWOOD 7531
ND 13, OREGON

ber 5, 1954

W. C. WIL

PLEASE RETURN TO
W. C. WILLIAMS

Subject: Patching Prime Coat
Contract No. 4052
South Unit,
Bend-Lapine Section

gineer

of August 25 regarding the above subject,
ling the condition at the job site that,
sible for at least 75% of the prime coat
ontrol.

rime coat was applied was not entirely
to the sub-grade materials and to weather
rly this Spring. Water or oil were the
rfacing materials in place and due to the
lonal water could not be applied, so it
was decided to apply the asphalt prime coat in order that through traffic could use the highway even though the grade was not in satisfactory condition. As a matter of fact, the first prime coat placed, using RC-3 asphalt as called for in the contract, was so unsatisfactory that the grade of asphalt was changed in order to get better results. This helped to a certain extent, but there still were spots where the entire sub-grade had to be removed and replaced before and after the prime coat had been applied. In our opinion, several of these prime spots were made during conditions where we were sure that some failures would result, but due to heavy traffic conditions it was decided to proceed in order to accomodate the traveling public.

According to our sub-contract with the J. W. Briggs Company, we had nothing to do with placing the surfacing and sub-grade materials and we therefore feel that we should not have been put to the extra expense of repairing the prime coat when it was placed under the above mentioned conditions. These conditions could not be controlled by either the Prime Contractor or the State Highway Department, and every effort was made to do the best job with existing conditions. The amount of our claim is not substantial but it is, nevertheless, money spent to correct a condition that neither we nor the State

WARREN NORTHWEST INC.

HIGHWAY & ROAD CONTRACTORS

POST OFFICE BOX 5072 • PHONE KENWOOD 7531

PORTLAND 13, OREGON

November 5, 1954

W. C. Wil

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Dept.
Salem, Oregon

Subject: Patching Prime Coat
Contract No. 4052
South Unit,
Bend-Lapine Section

Attention: Mr. W. C. Williams,
Deputy State Highway Engineer

Dear Mr. Williams:

With reference to your letter of August 25 regarding the above subject, I wish to make a few remarks regarding the condition at the job site that, in my opinion, was primarily responsible for at least 75% of the prime coat failure and over which we had no control.

The sub-grade on which the prime coat was applied was not entirely stable at all locations, partly due to the sub-grade materials and to weather conditions existing in that area early this Spring. Water or oil were the only agents that would hold the surfacing materials in place and due to the conditions of the sub-grade, additional water could not be applied, so it was decided to apply the asphalt prime coat in order that through traffic could use the highway even though the grade was not in satisfactory condition. As a matter of fact, the first prime coat placed, using RC-3 asphalt as called for in the contract, was so unsatisfactory that the grade of asphalt was changed in order to get better results. This helped to a certain extent, but there still were spots where the entire sub-grade had to be removed and replaced before and after the prime coat had been applied. In our opinion, several of these prime spots were made during conditions where we were sure that some failures would result, but due to heavy traffic conditions it was decided to proceed in order to accomodate the traveling public.

According to our sub-contract with the J. W. Briggs Company, we had nothing to do with placing the surfacing and sub-grade materials and we therefore feel that we should not have been put to the extra expense of repairing the prime coat when it was placed under the above mentioned conditions. These conditions could not be controlled by either the Prime Contractor or the State Highway Department, and every effort was made to do the best job with existing conditions. The amount of our claim is not substantial but it is, nevertheless, money spent to correct a condition that neither we nor the State

Highway Department has much control over, and we therefore feel that the claim should be allowed.

Very truly yours,

WARREN NORTHWEST, INC.

J. R. Wininger,
President

JRW/df

RECEIVED
NOV 8 1954
OREGON
STATE HIGHWAY COMMISSION

Highway Department has much control over, and we therefore feel that the claim should be allowed.

Very truly yours,

WARREN NORTHWEST, INC.

J. R. Wininger,
President

JRW/df

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NOV 8 1964
OREGON
STATE HIGHWAY COMMISSION

8

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DEC 17 1954
FOR FILING

BF-108 (1)
4/5

December 6, 1954 .

Mr. J. R. Wininger, President
Warren Northwest, Inc.
Post Office Box 5072
Portland 13, Oregon

Dear Mr. Wininger:

I reviewed the correspondence relative to your request for payment for 5,000 cubic yards of crushed materials left on the J. W. Briggs Company Contract No. 4052, South Unit, Bend-Lapine Section.

We have no foreseeable use for this material, as a highway constructed to the highway standard as was this section requires only nominal maintenance, and it would be years before we would have use for this amount of material. We have continually cautioned contractors against over-crushing on projects. It would appear that you should have known approximately 1,720 pounds of aggregate would be needed for each ton of mix, which would require a total of 22,900 cubic yards for the gross specification amount of 26,600 tons, or 20,995 cubic yards for the 24,124 tons actually used. In an effort to compromise this matter, I am willing to recommend the difference between the amount that would have been required had the total gross specification amount been used as compared to the tonnage actually laid. This amount is 1,905 cubic yards, which purchase I will recommend on the basis of 75¢ per cubic yard.

We shall await your reply in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[redacted]

cc Mr. H. G. Smith
Mr. W. E. Chandler

FORM 230—50M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2nd, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Warren Northwest Inc. as subcontractors on the South Unit, Bend-Lapine Section, Contract #4052, J. W. Briggs, contractor, had 4,707.5 cu. yd. of 3/4" - 1/4" and 1,215.5 cu. yd. of 1/4" - 0" left on hand and they were returning to the State and Deschutes County 923 cu. yd. which they borrowed, leaving 5,000 cu. yd. of excess material on hand for which they are asking $0.75 per cu. yd. The division engineer feels that he has no foreseeable use for this material and feels that Warren Northwest overcrushed, and, therefore, we are under no obligation to buy the material.

Resident Engineer Cox measured the piles already produced on July 6th, and informed the contractor that he had 21,000 cu. yd. on hand. The contractor apparently felt that this amount was insufficient and ran an additional 5,000 cu. yd., or a total of 26,000 cu. yd., which is practically 1 cu. yd. for each gross ton specified in the contract.

In producing this amount of material, I think the contractor overlooked the fact that in this cinder pavement there is 280 lb. of asphalt to every ton and only 1,720 lb. of aggregate. Therefore, only 86% of the tonnage is aggregate, which would require 22,900 cu. yd. for the gross specification amount of 26,600 tons or 21,762 cu. yd. for the net tonnage of 25,305. The actual tonnage laid was 24,124. Therefore, the contractor had on hand practically enough material to do the job at the time Cox measured the yardage.

It is my feeling that the contractors are over liberal in their allowance for uncertainties and waste for the reason that many times it costs them very little to run an extra day or two and thus insure against any uncertainties. In other instances, they are not quite ready to move, and a day or two's run costs them practically nothing, but after the job has been completed they are very clamorous for pay for the surplus material. It would, of course, be very embarrassing to run short of material, but we rarely use more than the net amount called for in the plans, so I feel they would be reasonably safe if they crushed the amount which they figured they needed for the gross specification amount, and possible we should reimburse them the cost of the surplus between the gross specification amount and the amount actually used on the job. In this case it would be about 1,905 cu. yd.

Therefore, in order to settle the matter, I suggest we offer to compromise by paying for the 1,905 cubic yards at $0.75 and that the attached letter be sent to Vininger.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

RECEIVED
954

WARREN NORTHWEST INC.

Post Office Box 5072 - Phone Kenwood 7531

Portland 13, Oregon

November 5, 1954

C
O
P
Y

Oregon State Highway Dept.
Salem, Oregon

Subject: Sub-contract with
J. W. Briggs Co.
Contract No. 4052
South Unit,
Bend-Lapine Section

Attention: Mr. H. G. Smith
Construction Engineer

Dear Mr. Smith:

With reference to the above subject, upon completing the paving on this project we had approximately 5,000 cubic yards of 3/4 to 1/4 and 1/4 minus plant materials left. Prior to the completion of the paving, our Superintendent, Mr. R. A. Jenkins,had been advised to make sufficient materials for the full tonnage of 26,600 tons called for in this contract. The actual tonnage laid was 24,124.498 tons. I have checked with Mr. Jenkins and also our crusher foreman, Mr. M. L. Stoddard, and they both have advised me that this order was never changed, and therefore materials were produced for the full tonnage as had been requested.

There seems to be a slight misunderstanding, as we are now told that the Resident Engineer at one time informed our crusher foreman, that in his opinion sufficient materials were on hand for the paving required and that we run an extra day after this statement had been made. According to the information that I have from our Mr. Jenkins, he was never advised of any change from the order to make materials for the full tonnage in the contract and it was his opinion that this extra day's operation was required to make that yardage. Had the full tonnage been run out, there would have been very little material left on hand and we feel that inasmuch as this material had been ordered made, it should be taken over by the State Highway Department.

We have offered this material to Mr. W. E. Chandler, Division Engineer at a price of .75 per cubic yard for these materials in stockpile at their present locations. We would appreciate your investigating the above and advise us of your findings. Thanking you, we remain,

Very truly yours,

WARREN NORTHWEST, INC.

(sgd) J. R. Wininger

J. R. Wininger
President

COST OF PATCHING OIL MAT CONTRACT # 4052

6/30	2--Laborers	5 hrs. at 2.20	$ 22.00	
	1--6 cy truck (oper.)	4 hrs. at 6.80	27.20	
7/1	2--Laborers	11½ hrs. at 2.20	50.60	
	"	3½ hrs. at 1.05	7.35	
	2--Laborers	2½ hrs. at 2.20	11.00	
	1--6 cy truck (oper.)	4 hrs. at 6.80	27.20	
7/2	4--Laborers	8 hrs. at 2.20	70.40	
	1--Laborer	4 hrs. at 2.20	8.80	
	1--6 cy truck (oper.)	4 hrs. at 6.80	27.20	
7/6	3--Laborers	8½ hrs. at 2.20	56.10	
	"	½ hr. at 1.05	1.58	
	1--6 cy truck (oper.)	4 hrs. at 6.80	27.20	
7/7	2--Laborers	5 hrs. at 2.20	22.00	
	1--6 cy truck (oper.)	4 hrs. at 6.80	27.20	
			$385.83	
	Insurance on Labor - 249.83 at 7.28%		18.19	
	Profit allowed on Labor (15%)		37.47	
	Profit allowed on Equip. (5%)		6.80	$448.29

Insurance:

F.I.C.A.		2.00%
S.I.A.C.	3.80 Less 40%	2.28%
Fed. Unemploy		.30%
State Unemploy		2.70%
		7.28%

RECEIVED
OCT 15 1954
FOR FILING

October 15, 1954

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. [illegible]. Briggs on contract No. 4052, for grading and paving on the South Unit, Bend-Lapine Section of The Dalles-California Highway in Deschutes County.

This payment, in the amount of $20,843.22, will be released to the contractor on or after October 25, 1954. The retained percentage is $14,611.68.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Gordon Randall Agency
233 Oregon Ave.
Bend, Oregon

United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
10-15-54 gl

RECEIVED
SEP 1 - 1954
FOR FILING

August 31, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 25, 1954 on Contract No. 4052, South Unit, Bend-Lapine Section, in Deschutes County, in connection with Federal Aid Project No. EF-108 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:dw

cc: John Cattrall

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 28, 1954, 19

Section South Unit Bend - Lapine

Kind of work Grading & Paving

Highway The Dalles - California

Section prefix 9-1031

Contractor J.W.Briggs

Contract number 4052

Date of contract Nov. 4, 1953, 19

Date of completion Oct. 15, 1954, 19

Date work started Oct. 3, 1953, 19

Estimated date of completion Aug. 25, 1954, 19

Amount of contract $511,247.44

Per cent of time elapsed 86.1 %

Estimated cost of completed project, exclusive of engineering $511,247.44

Per cent of contract completed, based on total contract price 95.5 %

Engineering cost to date $24,000.00, 61.32 %

Date project was completed Aug. 25, 1954, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The last items under this contract were completed Wednesday Aug. 25th. Contractor Briggs must submit form PR47-A and clean up some debris om Bureau of Land Management land before semi-final can be submitted.

This office is busy on the semi-final and it is anticipated that its submission will be in the near future.

As all phases of the project are complete, Weekly reports will be discontinued.

NOTED
OSCA

RECEIVED
AUG 30 1954
OFFICE OF
CONSTRUCTION

Signed H L Cox

Address Box 151 Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 28, 1954, 19

Section South Unit Bend - Lapine

Kind of work Grading & Paving

Highway The Dalles - California

Section prefix 9-1031

Contractor J.W.Briggs

Contract number 4052

Date of contract Nov. 4, 1953, 19

Date of completion Oct. 15, 1954, 19

Date work started Oct. 3, 1953, 19

Estimated date of completion Aug. 25, 1954, 19

Amount of contract $511,247.44

Per cent of time elapsed 86.1 %

Estimated cost of completed project, exclusive of engineering $511,247.44

Per cent of contract completed, based on total contract price . . . . 95.5 %

Engineering cost to date $ 24,000.00, 61.32 %

Date project was completed Aug. 25, 1954, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The last items under this contract were completed Wednesday Aug. 25th.

Contractor Briggs must submit form PR47-A and clean up some debris on Bureau of Land Management land before semi-final can be submitted.

This office is busy on the semi-final and it is anticipated that its submission will be in the near future.

As all phases of the project are complete, Weekly reports will be discontinued.

NOTED
OSCA

RECEIVED
AUG 30 1954
OFFICE OF
CONSTRUCTION

Signed H L Cox

Address Box 151 Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	12.62	12.62			12.62
Miles partially completed					
Miles completed	12.62	12.62			12.62
Total estimated quantities	245,933.8	104,719.5			24,125
Estimated quantities moved or placed to date	Same	Same			Same
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	Sight posts 3 days 1				
Hours per shift	10				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ....1 Tractor and Auger, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Rain		
Thursday	Cloudy		
Friday	"		
Saturday			

State Printing

RECEIVED
SEP 1 - 1954
FOR FILING

[illegible]

[illegible]

August 25, 1954

Warren Northwest Co., Inc.
Post Office Box 5072
Portland 13, Oregon

Attention: Mr. J. R. Wininger

Gentlemen:

Mr. W. E. Chandler has forwarded your statement for the cost of patching the prime coat on Contract No. 4052, South Unit, Bend-Lapine Section. Apparently this bill was forwarded to him without any supporting argument, but in conversation with Mr. Smith you indicated it was justified on account of the difficulty of priming the fine gravel forming the surfacing course.

It does not seem to the various members of this Department that $40.00 per mile is any unusual sum to spend on patching, as on many jobs there is considerable trouble experienced in holding the prime coat and extensive patching is required. The material used was that specified in the contract, and, therefore, I can not see that any unanticipated conditions were encountered or that there is any reason to authorize an extra work bill for the patching.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HGS: me

cc Mr. H. G. Smith
Mr. W. E. Chandler

FORM E-30 20M 6-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
July 22, 1954

SUBJECT: South Unit-Bend Lapine

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

The enclosed statement has been handed us from the Warren Northwest Inc., field office and I am forwarding it on to you. This is for patching base gravel course on their project north of Lapine, Contract No. 4052. I see no just reason for recommending this claim as such work is well covered in their contract, therefore, I recommend this claim be rejected.

Very truly yours,

WM. F. CHANDLER
Division Engineer

WFC:me

RECEIVED

WARREN NORTHWEST INC.
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 5072 • PHONE KENWOOD 7531
PORTLAND 13, OREGON

COST OF PATCHING OIL MAT CONTRACT # 4052

6/30	2--Laborers	5 hrs. @ 2.20	$	22.00	
	1--6 cy truck (oper.)	4 hrs. @ 6.80		27.20	
7/1	2--Laborers	11½ hrs. @ 2.20		50.60	
	"	3½ hrs. @ 1.05		7.35	
	2--Laborers	2½ hrs. @ 2.20		11.00	
	1--6 cy truck(oper.)	4 hrs. @ 6.80		27.20	
7/2	4--Laborers	8 hrs. @ 2.20		70.40	
	1--Laborer	4 hrs. @ 2.20		8.80	
	1--6 cy truck(oper.)	4 hrs. @ 6.80		27.20	
7/6	3--Laborers	8½ hrs. @ 2.20		56.10	
	"	½ hr @ 1.05		1.58	
	1--6 cy truck(oper)	4 hrs. @ 6.80		27.20	
7/7	2--Laborers	5 hrs. @ 2.20		22.00	
	1--6 cy truck(oper.)	4 hrs. @ 6.80		27.20	
			$	385.83	
	Insurance on Labor - 249.83 @ 7.28 %			18.19	
	Profit allowed on Labor (15%)			37.47	
	Profit allowed on Equip.(5%)			6.80	$ 448.29

Insurance:

F.I.C.A	2.00 %
S.I.A. [illegible]	[illegible]
Fed. Unemploy	.30
State Unemploy	2.70 %
	7.28 %

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Bond Issue Project No. BF-108(8)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of April, 1954,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 1953, a program, which was approved on the 1st day of September, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 9th day of September, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred seventy-eight thousand and 00/100 dollars ($278,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of bonds as follows: (Include date and citation of act of legislature by which authorized)

Authorised by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 840+00 in the SW 1/4, Section 16, T. 20 S., R. 11 E., W.M., and survey station 707+00 in the SE 1/4, Section 15, T. 22 S., R. 10 E., except stations 1260+00 to 1380+00,

, length 10.408 miles, in Deschutes County, being Oregon Federal Aid Bond/Issue project No. BF-108(8), consisting of 10.408 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred seventy-eight thousand and 00/100 dollars ($278,000.00), which does not exceed the authorized Federal pro rata share of four hundred forty-nine thousand, five hundred eight and 95/100 dollars ($449,508.95), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

Attest

H B Glaisyer

SECRETARY

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting *Division Engineer,*
Bureau of Public Roads.

APR 27 1934

Oregon State Highway Department

Federal Aid Project
No. BF-108 (8)

SOUTH UNIT, BEND-LAPINE SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 22, 1954

Type Cost (All 2-Lane Roadway) (Sta. 840+00 to Sta. 1360+00=L52+24.59)(Sta. 376+80.52=1380+00 to Sta. 1465+00)(Contract No. 4053)

All Required	Clearing and Grubbing (75%)		$ 27,000.00
170 cu. yds.	Structural Excavation, Unclassified	$ 2.50	425.00
38,600 cu. yds.	Special Borrow Excavation, Unclassified	0.30	11,580.00
11,400 cu. yds.	General Excavation Location "A", Unclassified	0.30	3,420.00
155,400 cu. yds.	General Excavation Location "B", Unclassified	0.40	62,160.00
648,500 yd. sta.	Short Overhaul	0.01	6,485.00
33,500 C-yd. sta.	Long Overhaul	0.40	13,400.00
9.95 miles	Finishing Roadbed and Slopes	1,000.00	9,950.00
9,600 lin. ft.	Rounding Cutbanks	0.10	960.00
10 lin. ft.	78-inch Corrugated Metal Pipe	35.00	350.00
450 lin. ft.	12-inch Concrete Pipe	2.00	900.00
1,300 lin. ft.	18-inch Concrete Pipe	3.50	4,550.00
2,900 lin. ft.	Metal Guard Rail, Concrete or Metal Posts	2.50	7,250.00
2,900 lin. ft.	Metal Guard Rail, Treated Timber Posts	2.50	Alternate
300 only	Corrugated Metal Sight Posts	0.25	75.00
64,000 cu. yds.	Selected Gravel Topping	0.25	16,000.00
155,000 yd. mi.	Hauling Gravel Topping	0.07	10,850.00
1,600 M-gal.	Sprinkling	2.00	3,200.00
1,380 cu. yds.	3/4" - ¼" Cinders in Binder Course	2.75	3,795.00
200 tons	RC-3 Asphalt in Binder Course	42.00	8,400.00
19,500 tons	Asphaltic Concrete Mixture	4.32	84,240.00
2,600 tons	86-100 Asphalt in Mixture	32.00	83,200.00
2,520 cu. yds.	Aggregate in Shoulder Oiling	3.50	8,820.00
180 tons	150-200 Asphalt in Shoulder Oiling	40.00	7,200.00
49 tons	200-300 Asphalt in Shoulder Oiling	40.00	1,960.00
	Subtotal		376,170.00
	10% Engr. & Cont.		37,617.00
	Total		$413,787.00

Length of Roadway 9.946 miles
Cost of Roadway per mile $41,603.35

Type Code 6201
4-Lane Roadway (Sta. 1486+00 to Sta. 1504+41-701+00 to Sta. 707+00)(Contract No. 4052)

All Required	Clearing and Grubbing (5%)		1,800.00
120 cu. yds.	Structural Excavation, Unclassified	$ 2.50	300.00
1,900 cu. yds.	General Excavation Location "A", Unclassified	0.30	570.00
0.46 mile	Finishing Roadbed and Slopes	1,000.00	460.00
850 lin. ft.	12-inch Concrete Pipe	2.00	1,700.00
1 only	Concrete Catch Basin	100.00	100.00
120 cu. yds.	Concrete Curbs	45.00	5,400.00
4,000 cu. yds.	Selected Gravel Topping	0.25	1,000.00
14,000 yd. miles	Hauling Gravel Topping	0.07	980.00
100 M-gal.	Sprinkling	2.00	200.00
110 cu. yds.	3/4" - ¼" Cinders in Binder Course	2.75	302.50
20 tons	RC-3 Asphalt in Binder Course	42.00	840.00
2,100 tons	Asphaltic Concrete Mixture	4.32	9,072.00
300 tons	86-100 Asphalt in Mixture	32.00	9,600.00
20 cu. yds.	Aggregate in Shoulder Oiling	3.50	70.00
1 ton	150-200 Asphalt in Shoulder Oiling	40.00	40.00
1 ton	200-300 Asphalt in Shoulder Oiling	40.00	40.00
	Subtotal		$32,474.50
	10% Engr. & Cont.		3,247.45
	Total		$35,721.95

Length of Roadway 0.462 mile
Cost of Roadway per mile $ 77,320.23

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$413,787.00	$255,908.00	$157,879.00
4-Lane Roadway	35,721.95	22,092.00	13,629.95
	$449,508.95	$278,000.00	$171,508.95

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939; Chap. 491, Laws 1951; Chap. 20, Laws 1953.

State Funds for Maintenance: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. [illegible]-108 (8)

SOUTH UNIT, BEND-LAPINE SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 9, 1953

Type Code [illegible]
2-Lane Roadway (Sta. [illegible] to Sta. [illegible])
(Sta. [illegible] to Sta. [illegible])

All Required		Clearing and Grubbing ([illegible])		$ 22,900.00
170	cu. yds.	Structural Excavation, Unclassified	$ 3.00	510.00
38,400	cu. yds.	Special Borrow Excavation, Unclassified	0.30	11,520.00
11,400	cu. yds.	General Excavation, Location "A", Unclassified	0.30	3,420.00
155,400	cu. yds.	General Excavation, Location "B", Unclassified	0.85	132,090.00
646,500	yd. sta.	Short Overhaul	0.015	9,697.50
33,900	5-yd. sta.	Long Overhaul	0.50	16,950.00
8.85	miles	Finishing Roadbed and Slopes	500.00	4,425.00
9,600	lin. ft.	Rounding Cutbanks	0.15	1,440.00
10	lin. ft.	72-inch Corrugated Metal Pipe	75.00	750.00
450	lin. ft.	12-inch Concrete Pipe	1.75	787.50
1,350	lin. ft.	18-inch Concrete Pipe	3.40	4,590.00
2,900	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	3.25	9,425.00
2,900	lin. ft.	Metal Guard Rail, Treated Timber Posts	3.[illegible]	(Alternate)
30	only	Corrugated Metal Sight Posts	4.00	120.00
64,000	cu. yds.	Selected Gravel Topping	0.55	35,200.00
155,000	yd. mi.	Hauling Gravel Topping	0.15	23,250.00
1,600	M-gal.	Sprinkling	2.50	4,000.00
1,380	cu. yds.	1/4" - 1" Cinders in Binder Course	3.00	4,140.00
200	tons	RC-3 Asphalt in Binder Course	42.00	8,400.00
19,500	tons	Asphaltic Concrete Mixture	4.40	85,800.00
1,400	tons	85-100 Asphalt in Mixture	38.00	53,200.00
2,520	cu. yds.	Aggregate in Shoulder Oiling	3.50	8,820.00
180	tons	150-200 Asphalt in Shoulder Oiling	44.00	7,920.00
49	tons	200-300 Asphalt in Shoulder Oiling	44.00	2,156.00
			Subtotal	$451,511.00
			10% Engr. & Cont.	45,151.10
			Total	$496,662.10

Length of Roadway 9.946 miles
Cost of Roadway per Mile $53,253.78

Type Code 6201
4-Lane Roadway (Sta. 1486+00 to Sta. 1504+41 = 701+00 to Sta. 707+00)

All Required		Clearing and Grubbing (5%)		$ 1,500.00
120	cu. yds.	Structural Excavation, Unclassified	$ 3.00	360.00
1,900	cu. yds.	General Excavation, Location "A", Unclassified	0.30	570.00
0.46	mile	Finishing Roadbed and Slopes	500.00	230.00
850	lin. ft.	12-inch Concrete Pipe	1.75	1,487.50
1	only	Concrete Catch Basin	85.00	85.00
120	cu. yds.	Concrete Curbs	50.00	6,000.00
4,000	cu. yds.	Selected Gravel Topping	0.55	2,200.00
14,000	yd. mi.	Hauling Gravel Topping	0.15	2,100.00
100	M-gal.	Sprinkling	2.50	250.00
110	cu. yds.	3/4" - 1" Cinders in Binder Course	3.00	330.00
20	tons	RC-3 Asphalt in Binder Course	42.00	840.00
2,100	tons	Asphaltic Concrete Mixture	4.40	9,240.00
300	tons	86-100 Asphalt in Mixture	32.00	9,600.00
20	cu. yds.	Aggregate in Shoulder Oiling	3.50	70.00
1	ton	150-200 Asphalt in Shoulder Oiling	44.00	44.00
1	ton	200-300 Asphalt in Shoulder Oiling	44.00	44.00
			Subtotal	$ 34,950.50
			10% Engr. & Cont.	3,495.05
			Total	$ 38,445.55

Length of Roadway 0.462 mile
Cost of Roadway per mile $83,215.47

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$529,662.10	$328,180.00	$201,482.10
4-Lane Roadway	38,445.55	23,820.00	14,625.55
	$568,107.65	$352,000.00	$216,107.65

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BF-108

4052

January 12, 1954

Mr. J. W. Briggs
233 Oregon Avenue
Bend, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4052, which was awarded to you on November 4, 1953 by the State Highway Commission, for grading and paving on the South Unit, Bend-Lapine Section of The Dalles-California Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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EF-122(1)

405 A

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16th, 1953

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

In the reworking of the grade line for the South Unit, Bend-Lapine Section of the The Dalles-California Highway, I feel that we are taking an unjustifiable chance on the stability of the new pavement by placing it immediately upon the existing surface across the so-called Pauline Meadow, Station 1164 - 1208. This is a region of very capillary soil, where the moisture is at the ground surface every winter. The existing base is only about two inches thick, with an oil mat built up by repeated patchings to some three or four inches. We would not consider this adequate for light, secondary travel, but our proposing it for the heavy The Dalles-California traffic.

This section has given bother and required extensive spring patching every year, and, while it is not quite as bad as the section farther north where a complete breakup has taken place every two or three years, and where we placed a heavy topping, it is certainly the second worst spot on the The Dalles-California Highway, and there is no justification in a complete disregard of our design standards, which would specify at least eighteen inches of base and surface.

It is estimated that twelve inches of topping can be placed on this section for $4,000.00, and I see no reason to depart from our standard practice in such a frosty country as the The Dalles-California Highway, which has given us repeated trouble every few years.

O.K.
W.C.W.

I am attaching report from Mr. Webber, accompanied by a picture.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR
Enc. 2

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15th, 1953

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Reference is made to the South Unit of the Bend-Lapine Section of the The Dalles-California Highway.

Between Stations 1164 and 1208 our reconstruction crosses over a section locally termed the "Paulina Meadow". This area has a very high water table in the winter season. Prior to the present reconstruction side ditches were of considerable depth along the entire portion above mentioned. Investigation through this section reveals:

1. Progressive maintenance has resulted in a mat thickness of 3 to 4 inches.

2. Base course at present is about 2 inches.

3. Report by the District Maintenance Superintendent indicates that this section definitely is in a zone which has frost heaves.

4. Last summer the maintenance on this section approximated $1,500.00, this being for 4,400 feet.

5. Frost penetration in this area is 20 to 36 inches.

6. Following last summer's patching and prior to the wet season load cracks have occurred (pictures attached).

It is believed that by eliminating or minimuzing the ditches which existed prior to the current reconstruction a further raise of the winter water zone will occur; since frost heave was already in existence, there can be a reasonable expectancy of continued action under the present plan of construction.

Soil tests of the local soil are as follows:

Passing 200 Screen	LL	PI	Silt	Clay	Station	Depth of Sample
32.5	26	0	17	14	1172	0'-3½'
40	34	0	28	12	1180	0'-3½'
69	61	6	29	41	1172	3½'-4¼'

The tests on the above soil reveal that a base and wearing surface of 9½ inches would be ample providing water is not present. Since water is present and frost heave is an observed action, I believe that granular base and wearing surface should be constructed to a depth of 18 inches (one-half of the frost penetration). Such a thickness should exclude the possible 2 inches of gravel under the existing wearing surface, since it is infiltrated with silts to a high degree.

Costs for this revision follow:

Station 1164 - 1208 = 4,400 Feet

Shoulder and Base Rock 1 Foot Deep, 7,300 Cu. Yd.:

Base Gravel	7,300 Cu. Yd. at $0.30	$2,190.00
Haul	5,000 Yd. Mi. at 0.07	350.00
Binder Course		1,200.00
		$3,740.00
	+	260.00
		$4,000.00

Proposed section would include:

3½" Asphaltic Concrete
0 " Binder Course
12" Gravel Base
3" Existing Oil Surfacing

18½" Total

I might mention that the price of $4,000.00 will mean that the cost per foot of this revision will amount to less than one dollar per foot of roadway.

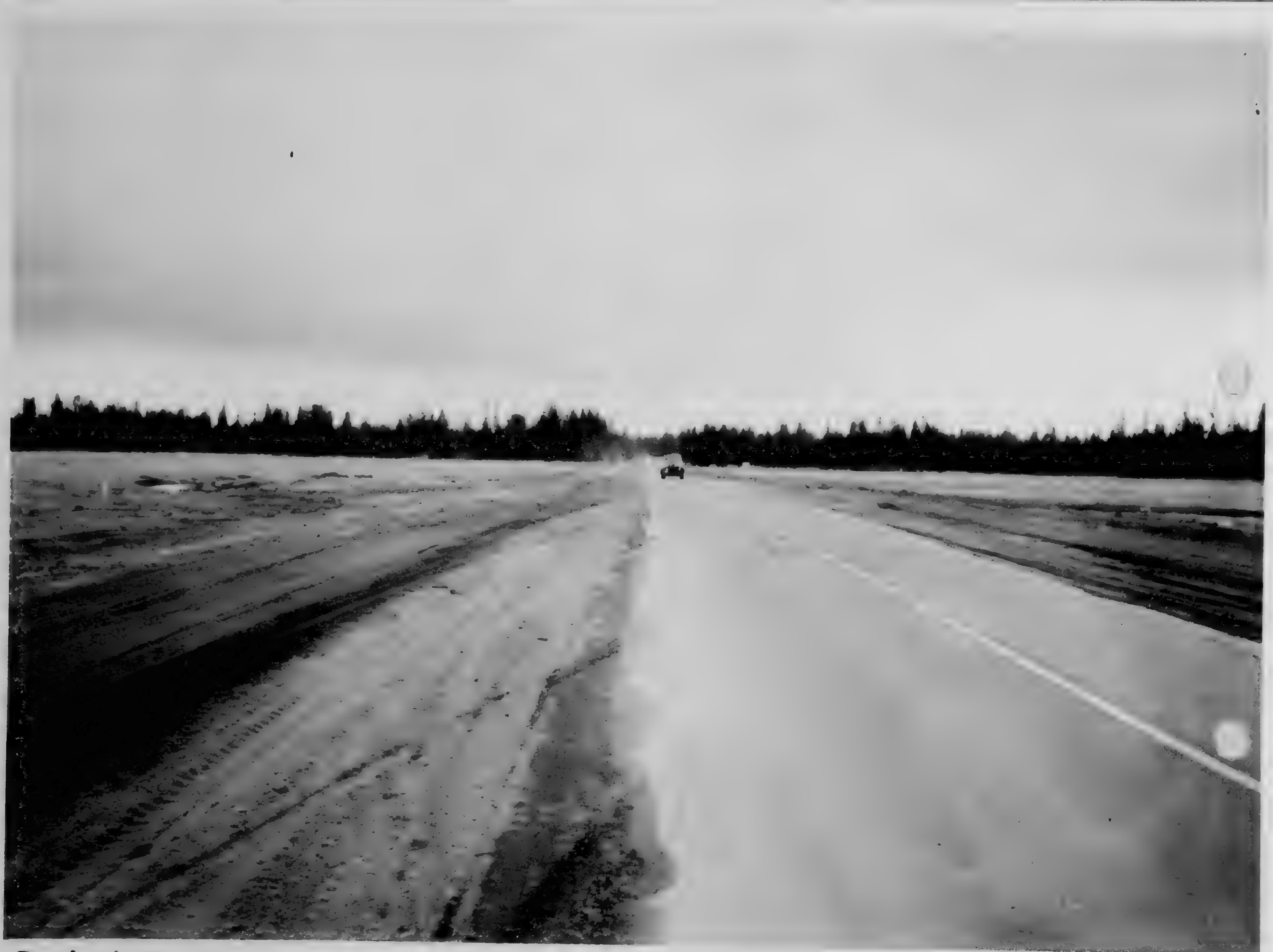
I recommend that an additional 12" of base gravel be placed on this section as above described rather than placing only the additional 3½" asphaltic concrete over the existing wearing surface.

Very truly yours,

Ray Webber

Ray Webber
Ass't. Construction Engineer

R



So. Unit Bend-Lapine Vicinity of Sta. 1180 Dec. 1953 Const. Div Photo #2814

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BF-[illegible]

November 6, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 13, 1953 on Contract No. 4052, South Unit, Bend-Lapine Section, in connection with Federal Aid Project No. BF-108 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:eh

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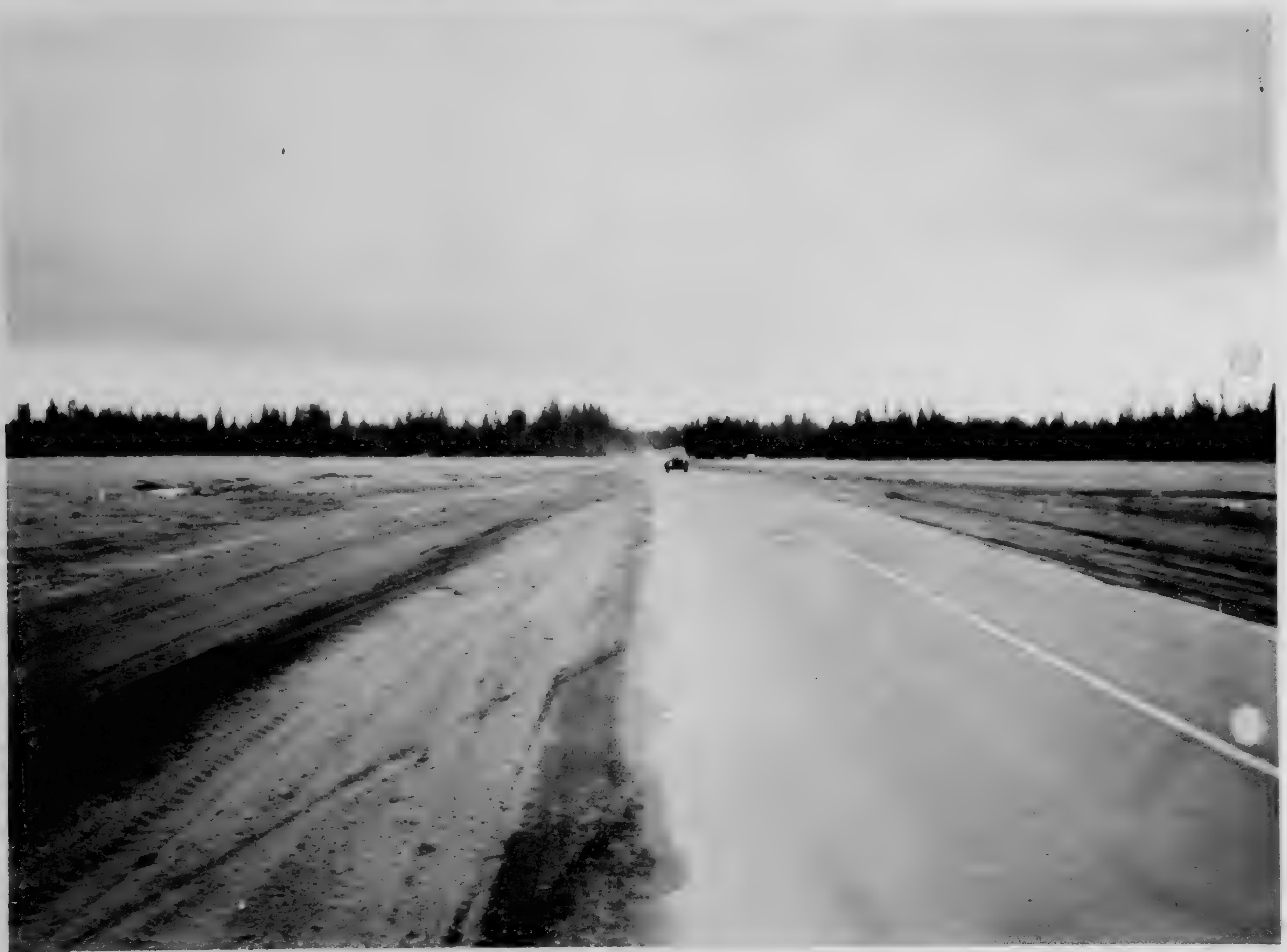
OREGON STATE HIGHWAY DEPARTMENT
Construction Division Photograph
Hwy. The Dalles-Cal Sect. So. Unit Bend-Lapine Stu
Photo No. 2814 Photo By Webber Date Dec 1953
Vicinity Sta 1180 looking N/o



So. Unit Bend-Lapine Vicinity of Sta. 1180 Dec. 1953 Const. Div. Photo #2814

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FF-113(1)

AGENDA
DEC [illegible] 1953

3a-3

November 4, 1953

Mr. J. W. Briggs
233 Oregon Avenue
Bend, Oregon

Dear Mr. Briggs:

The State Highway Commission on September 24th accepted your proposal for grading and paving the South Unit, Bend-Lapine Section of The Dalles-California Highway in Deschutes County for the sum of $472,732.00 using metal or concrete guard fence posts, and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired an approval of the Bureau of Public Roads was received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorisation. This project has been assigned Contract No. 4052.

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc - Mr. W. M. Franzwa
Mr. H. G. Smith
Mr. S. M. Probert
Mrs. Goldie Lewis

to be confirmed

E.R.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 4, 1953
9:15 a.m.

J. W. Briggs
233 Oregon Avenue
Bend, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for South Unit, Bend-Lapine Section of The Dalles-California Highway in Deschutes County for which you submitted low bid on September 24. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

C. G. POLK
District Engineer

(Original to Mr. Parker)

November 4, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-103(8), South Unit, Bend-Lapine Section of The Dalles-California Highway, we hereby concur as of this date in award of Contract to J. W. Briggs and Associates of Bend, Oregon, low bidder in the amount of $472,732 at the September 24, 1953 bid opening.

Very truly yours,

C. G. POLK
District Engineer

(Original to Mr. Prickett)

[illegible]

FOR FILING

November 4, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the South Unit of the Bend-Lapine Section of The Dalles-California Highway in Deschutes County, Project BF-108 (8), to J. W. Briggs of Bend, Oregon, on the basis of the bid of $472,732 submitted on September 24, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

FORM E-20 25M 9-51 68376

[illegible]

4053

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1953

SUBJECT: South Unit
Bend-Lapine Section
Deschutes County

NOTED
W. C. WILLIAMS

To:

W. C. Williams
1st Assistant State Highway Engineer
B U I L D I N G

Rights of way have now been cleared on the above project and as far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP:pg

Awarded Nov 4.
WCW.

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT BF-108(8)

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 4, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BF-108(8), South Unit, Bend-Lapine Section of The Dalles-California Highway, we hereby concur as of this date in award of Contract to J. W. Briggs and Associates of Bend, Oregon, low bidder in the amount of $472,732 at the September 24, 1953 bid opening.

Very truly yours,

CGFolk
C. G. FOLK
District Engineer

REFERRED TO
Probert
State Highway Engineer

FORM 5-123X 35M 11-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Oct. [illegible], 1953

Gordon Randall Agency
233 Oregon Avenue
Bend, Oregon

Attention: Mr. Gordon D. Randall

Re: Proposal submitted by
J. W. Briggs.

Dear Mr. Randall:

This will acknowledge receipt of proposal form which was filled out by Mr. J. W. Briggs as requested by my letter of October [illegible], 1953. I have examined the said proposal, and find the same to be in order.

Enclosed herewith, you will find the earlier form of proposal bond accompanying the original proposal, which we are returning to you as requested. We can not return the original proposal inasmuch as it is the opinion of this office that the same should be kept on file in order that it will be perfectly clear that the original proposal was valid and that the only change made was to drop the word "associates" therefrom.

We thank you for your prompt attention to this matter.

Yours very truly,

C. W. ENFIELD
Chief Councel

By

THOMAS J. [illegible]
Assistant Attorney

TJR:FHC

cc- Mr. S. H. Probert
Mr. Floyd Query

NOTED
F. QUERY

REFERRED TO
Glaisyer
By State Highway Engineer

Discussed this with
Enfield - It appears to be
satisfactory

REFERRED TO
BY SECRETARY

What is this about?
H.B.

RM E-129X 37,900 4-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
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PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 8, 1953

Mr. Gordon H. Randall
233 Oregon Avenue
Bend, Oregon

Re: Proposal submitted by
J. W. Briggs

Dear Mr. Randall:

Pursuant to our telephone conversation [illegible] of this date I am sending herewith a new proposal form which should be filled out by Mr. J. W. Briggs in connection with his bid on the South Unit of the Bend-Lapine Section of the Dalles-California Highway.

Enclosed herewith you will also find six pages which I have cut from another copy of the said proposal form and indicated thereon the manner in which Mr. Briggs should fill out the enclosed proposal. It is very important that you and Mr. Briggs note that the only change to be made in this copy of the proposal from the original is the deletion of the words J. W. Briggs and Associates. In other words Mr. Briggs should sign this form in his own name and nothing more.

We are keeping the original proposal which was submitted by Mr. Briggs in our files and will expect the new form to conform therewith in all respects except as herein above indicated.

We would appreciate it if you and Mr. Briggs would expedite this matter and promptly return the same to this office so that we may get on with the execution of the contract.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

THOMAS J. REEDER
Assistant Attorney

Enc. 3

cc: S. H. Probert
Floyd Query

NOTED
F. QUERY

RECEIVED
SEP 29 1953
FOR FILING

BF-1:6/[illegible]

41-[illegible]

September 28, 1953

J. W. Briggs & Associates
P.O. Box 283
Bend, Oregon

Gentlemen:

The State Highway Commission on September 24, 1953, accepted your bid in the amount of $[illegible]72,732.00 (using metal or concrete guard fence posts) for grading and paving of the South Unit, Bend-Lapine Section of The Dalles-California Highway in Deschutes County, submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm
Enc.

cc: H. G. Smith
S. H. Probert
W. M. Franzwa-SIAC

RECEIVED
SEP 29 1953
FOR FILING

BF-[illegible]

40[illegible]

September 28, 1953

J. W. Briggs & Associates
P. O. Box 283
Bend, Oregon

Gentlemen:

The State Highway Commission on September 24, 1953, accepted your bid in the amount of $472,732.00 (using metal or concrete guard fence posts) for grading and paving of the South Unit, Bend-Lapine section of The Dalles-California Highway in Deschutes County, submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Enc.

cc: H. G. Smith
S. H. Probert
W. M. Franswa-SIAC

File ✓

FOR FILING
OREGON DISTRICT
BF-1[illegible](8)

4052

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

September 9, 1953

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project BF-108(8), South Unit, Bend-Lapine Section of The Dalles-California Highway, are approved as of this date. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED

RECEIVED
SEP 1 1953
FOR FILING

8 .31. 53

BF-11X(8)

10.2 Materials for South Unit-Bend-Lapine

NOTED
W. C. WILLIAMS

Gravel base-no levelling course. Cinder binder course. Cinder aggregate in paving. Gravel shoulders. Cinder aggregates in shoulder oiling.

8/31/53

RECEIVED
AUG 31 1953
[illegible]
STATE [illegible] ENGINEER

RECEIVED
JUL 15 1953
FOR FILING

July 14, 1953

Oregon State Highway Commission

Gentlemen:

I attach hereto a sketch map indicating relocation of The Dalles-California Highway between a point four miles south of Bend and LaPine.

The northerly portion of this project is now under contract and we should have presented this survey to you for approval at that time; however, the survey was not complete on the southerly portion, for which bids are yet to be received, and as no condemnations were required on rights of way for the northerly portion, presentation of the survey to you for approval was overlooked.

Now that the survey is complete, we ask for your approval for the entire section.

An amount of $[illegible]00,000 is allocated from the second bond issue for construction of the south unit, and, if satisfactory bids are received on the bond sale, this contract can be advertised for letting at an early date.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure
cc Mr. H. G. Smith

WCW:me _fp

FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

Dear Sir:

I hand you herewith seven prints of a sketch map of the Bend-Lapine Section of The Dalles-California Highway for use in securing approval of the survey by the Highway Commission.

That portion of the survey between Stations 205 and 840 is currently under contract. However, a search of our records does not indicate that any of this location had been formally approved by the Commission and it is believed necessary that it be so approved. There will undoubtedly be several condemnation suits on the South Unit of this section and survey approval will be necessary in such event.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:js
Encls.

4-(2)

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

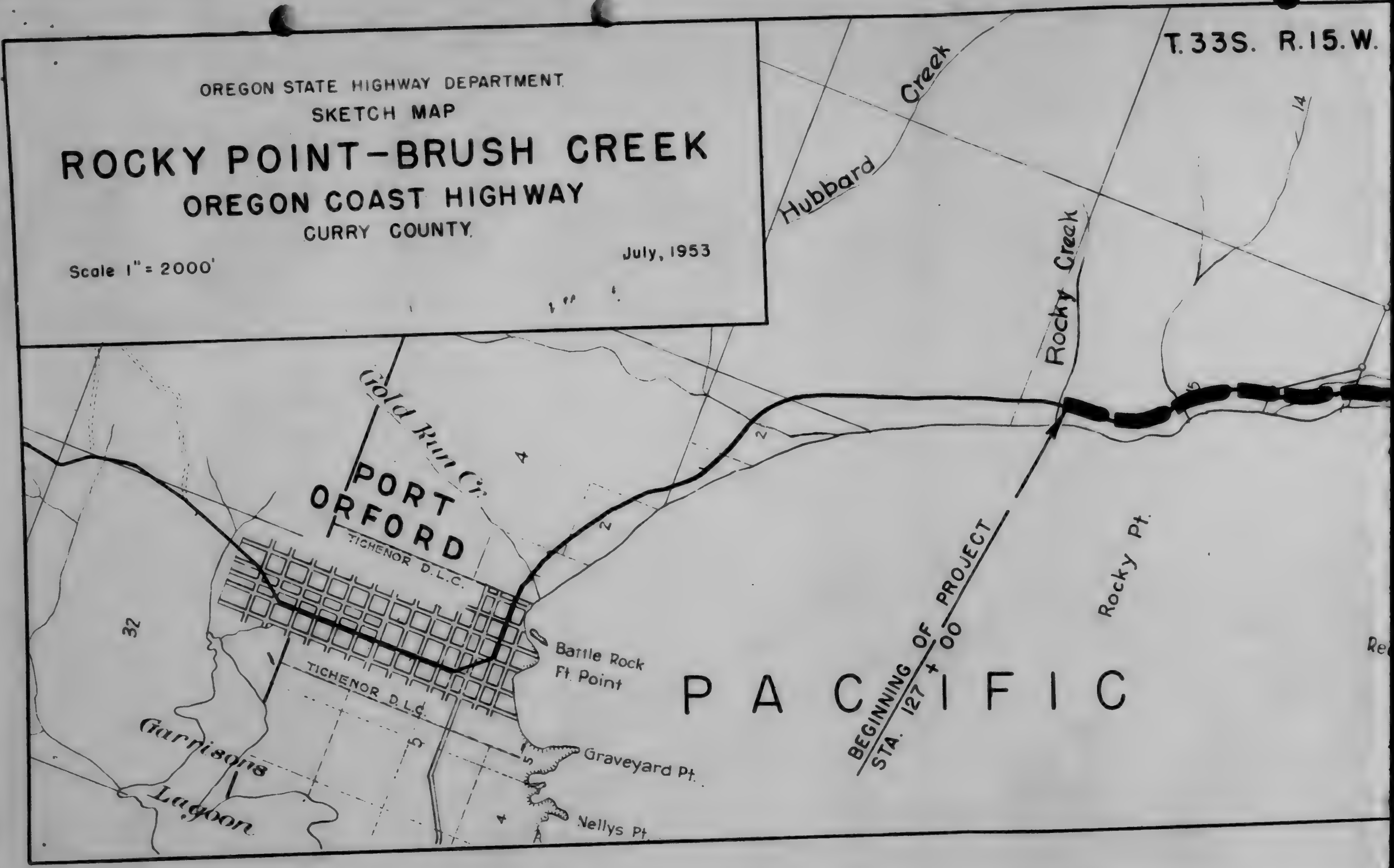
ROCKY POINT-BRUSH CREEK

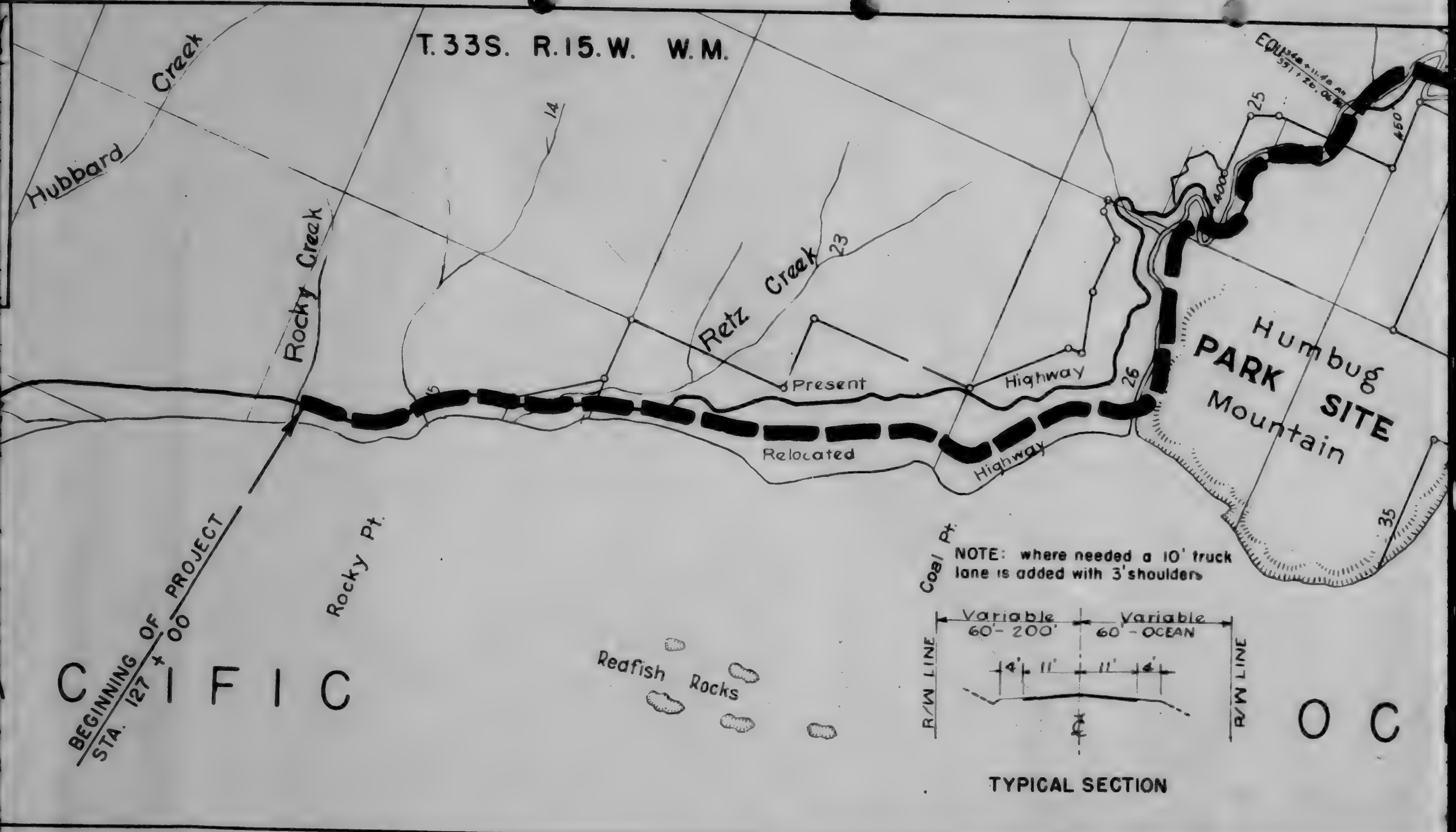
OREGON COAST HIGHWAY

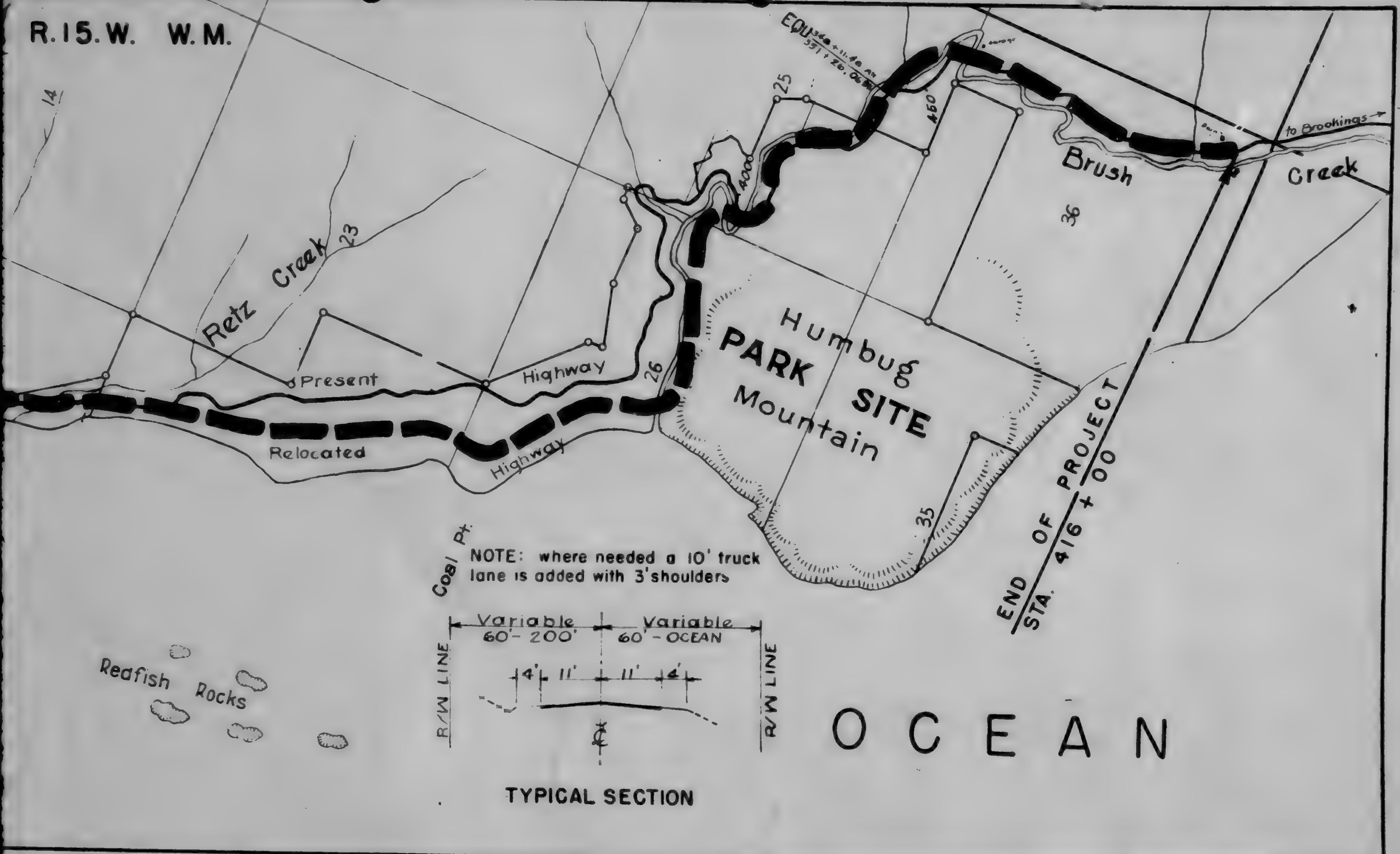
CURRY COUNTY

Scale 1" = 2000'

July, 1953




T. 33S. R. 15. W. W. M.
Hubbard Creek
Rocky Creek
Retz Creek
14
23
15
25
26
35
400
450
EQU. 348 + 11.40
351 + 26.06
Present Highway
Relocated Highway
Humbug Mountain
PARK SITE
BEGINNING OF PROJECT
STA. 127 + 00
Rocky Pt.
Coal Pt.
Reafish Rocks
C IFIC OC
NOTE: where needed a 10' truck lane is added with 3' shoulders
R/W LINE
Variable 60' - 200'
Variable 60' - OCEAN
4'
11'
11'
4'
℄
R/W LINE
TYPICAL SECTION


R. 15. W. W. M.
14
Retz Creek
23
Present Highway
Relocated Highway
26
25
EQU. 340 + 11.40 Ah
351 + 26.06 Bk
400
450
Brush Creek
to Brookings
36
Humbug Mountain
PARK SITE
35
END OF PROJECT
STA. 416 + 00
Coal Pt.
NOTE: where needed a 10' truck lane is added with 3' shoulders
Variable 60'-200'
Variable 60'-OCEAN
R/W LINE
R/W LINE
4'
11'
11'
4'
℄
TYPICAL SECTION
Redfish Rocks
OCEAN

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

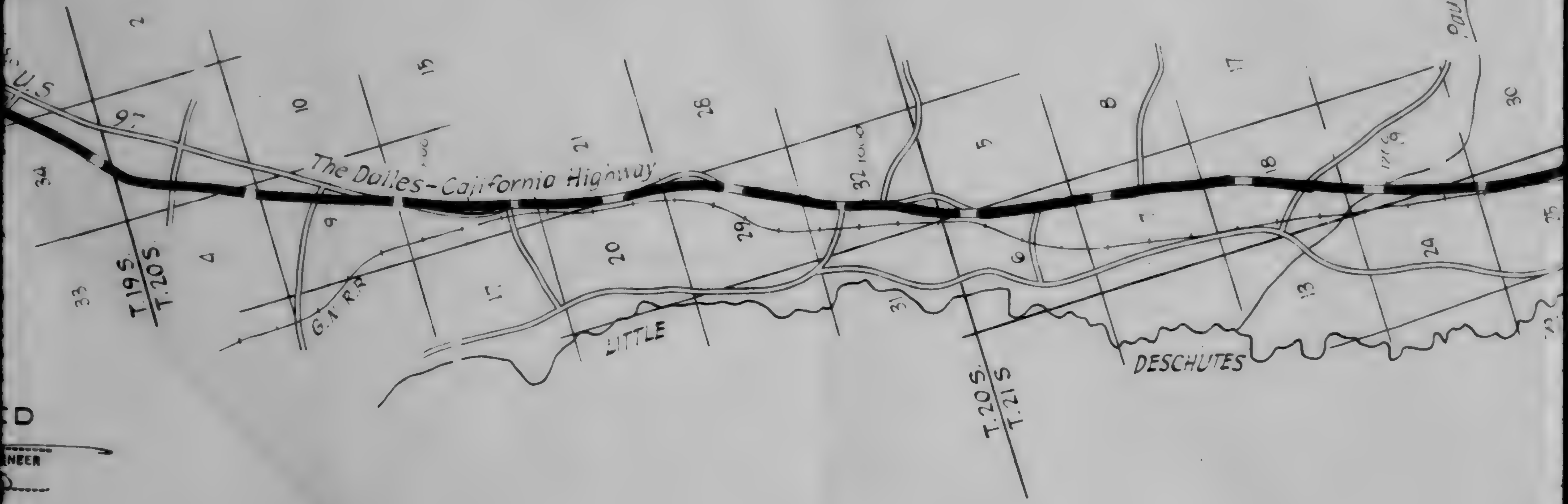
BEND-LAPINE SECTION

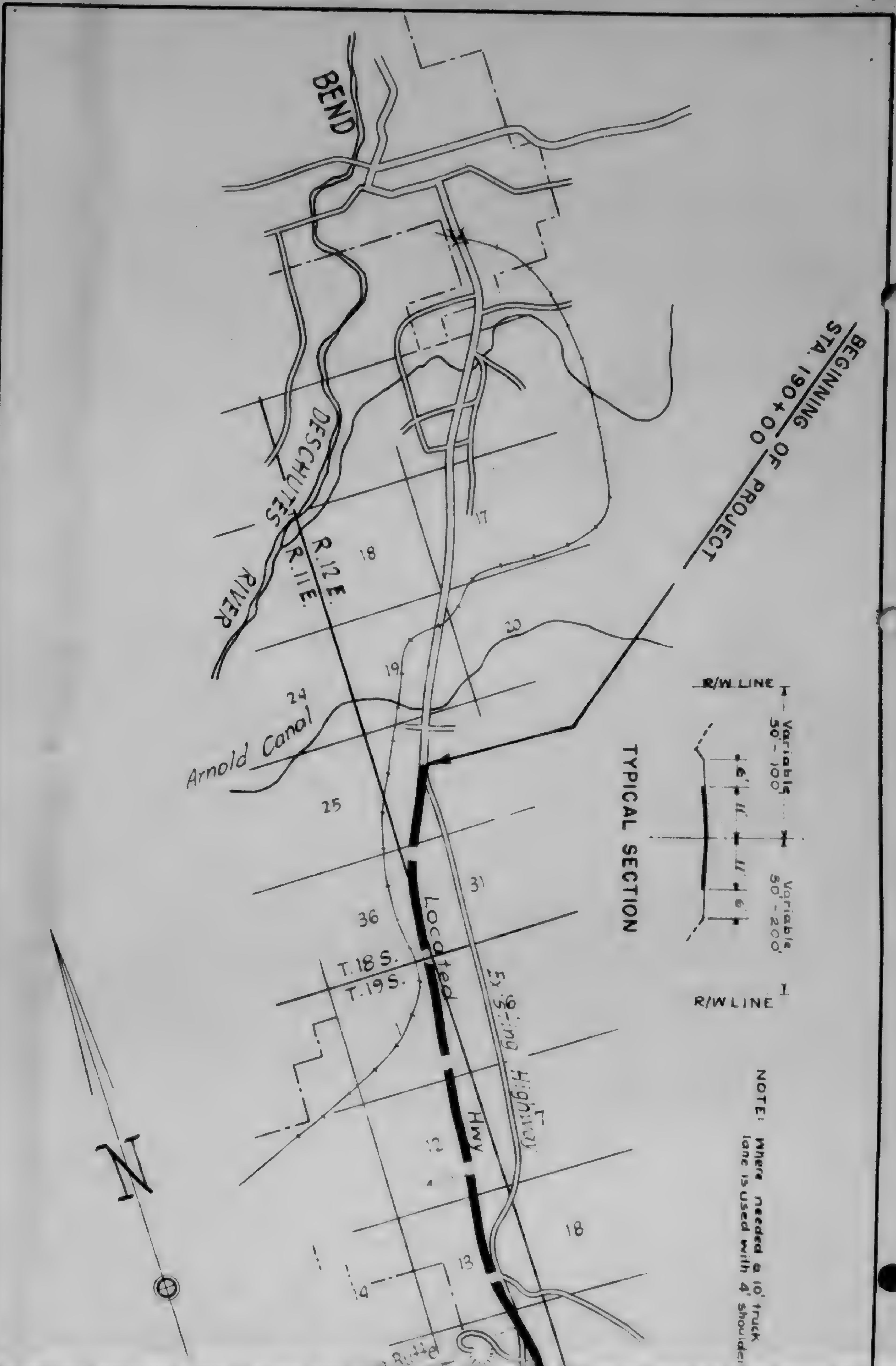
THE DALLES-CALIFONIA HIGHWAY

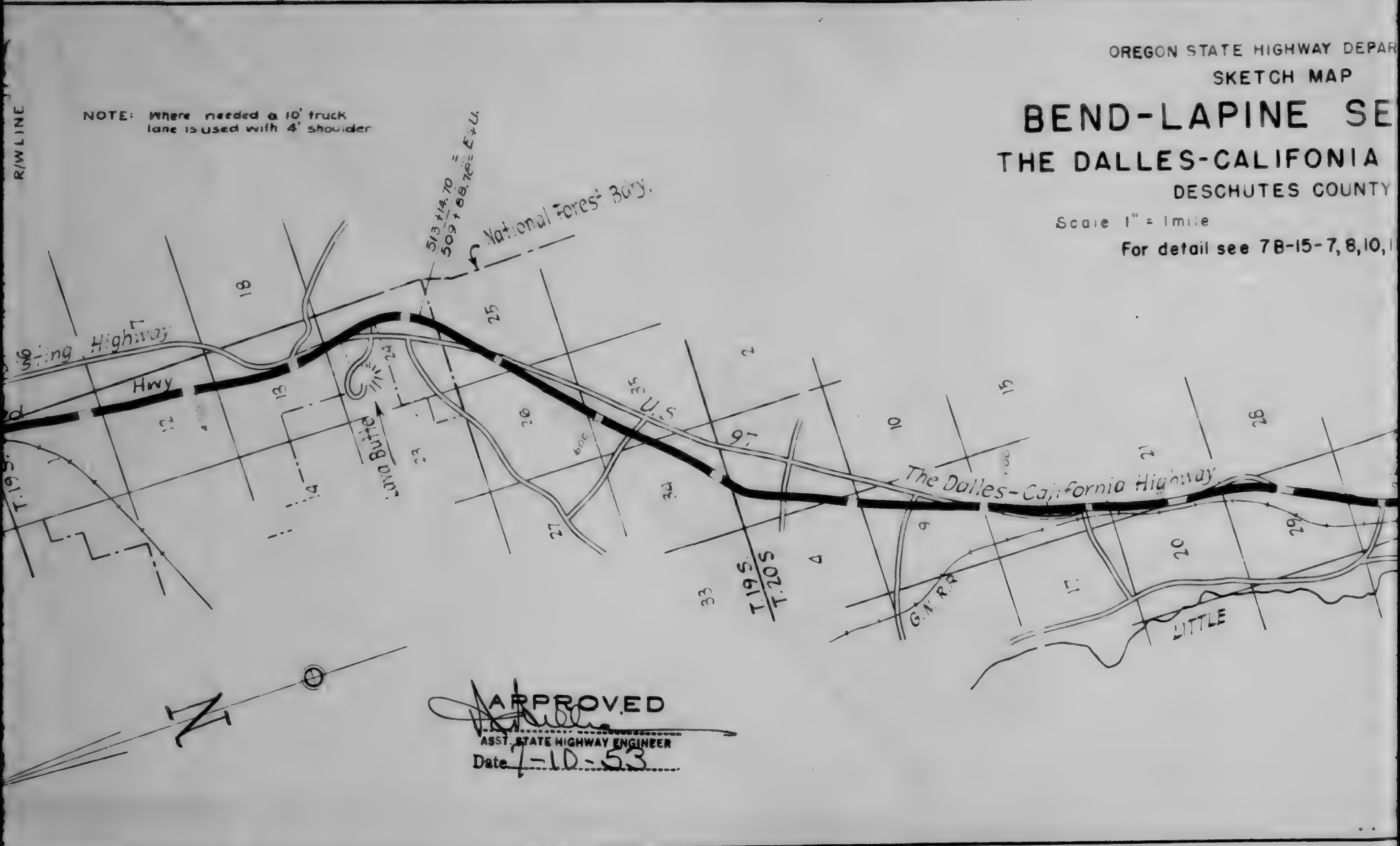
DESCHUTES COUNTY

Scale 1" = 1mile July, 1953

For detail see 7B-15-7,8,10,11,12,&13




BEND
DESCHUTES RIVER
R.12E.
R.11E.
17
18
19
20
24
Arnold Canal
25
31
36
T.18S.
T.19S.
Located Hwy
Existing Highway
12
4
13
4
18
Butte
N
BEGINNING OF PROJECT
STA. 190+00
TYPICAL SECTION
R/W LINE
Variable 50'-100'
6'
11'
11'
6'
Variable 50'-200'
R/W LINE
NOTE: Where needed a 10' truck lane is used with 4' shoulde



OREGON STATE HIGHWAY DEPAR

SKETCH MAP

BEND-LAPINE SE

THE DALLES-CALIFONIA

DESCHUTES COUNTY

Scale 1" = 1mile

For detail see 7B-15-7, 8, 10, 1

NOTE: Where needed a 10' truck lane is used with 4' shoulder

APPROVED

ASST. STATE HIGHWAY ENGINEER

Date 7-10-53

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

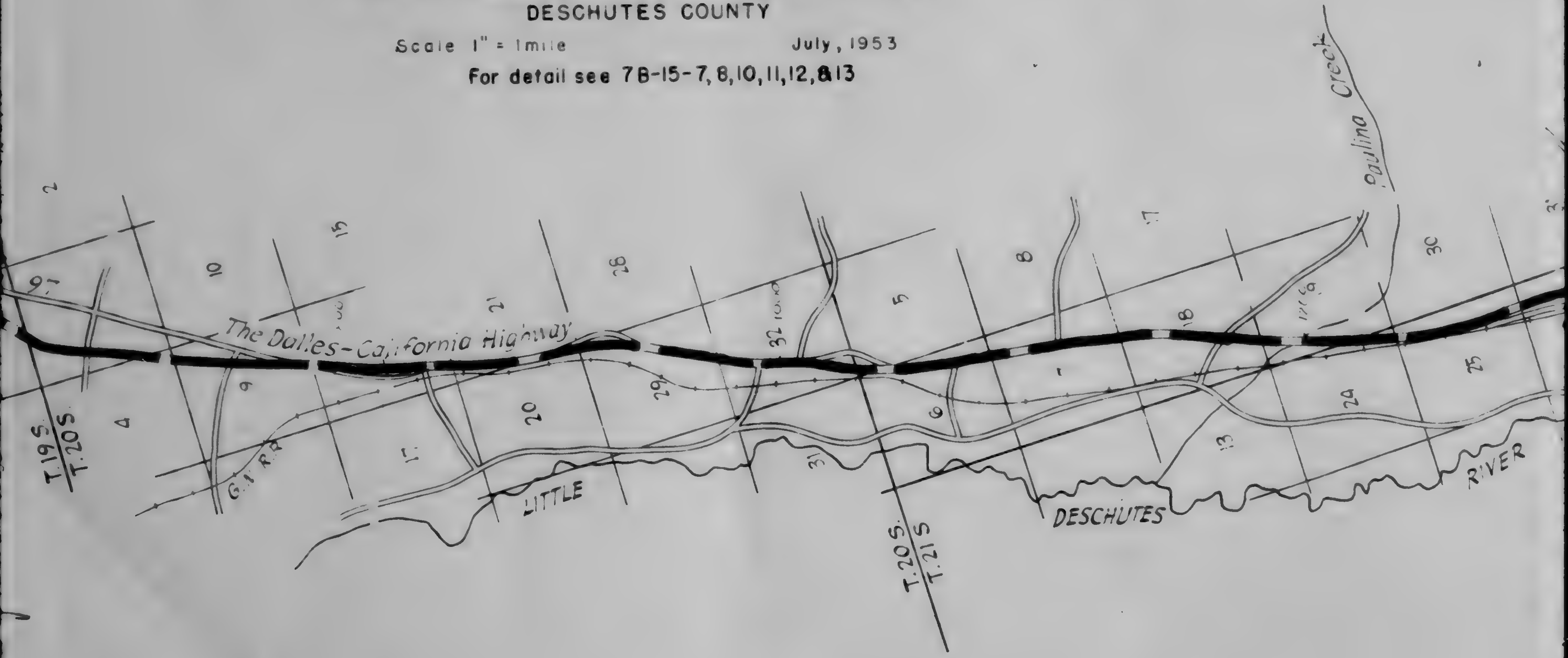
BEND-LAPINE SECTION

THE DALLES-CALIFONIA HIGHWAY

DESCHUTES COUNTY

Scale 1" = 1mile July, 1953

For detail see 7B-15-7, 8, 10, 11, 12, & 13



DEPARTMENT

P

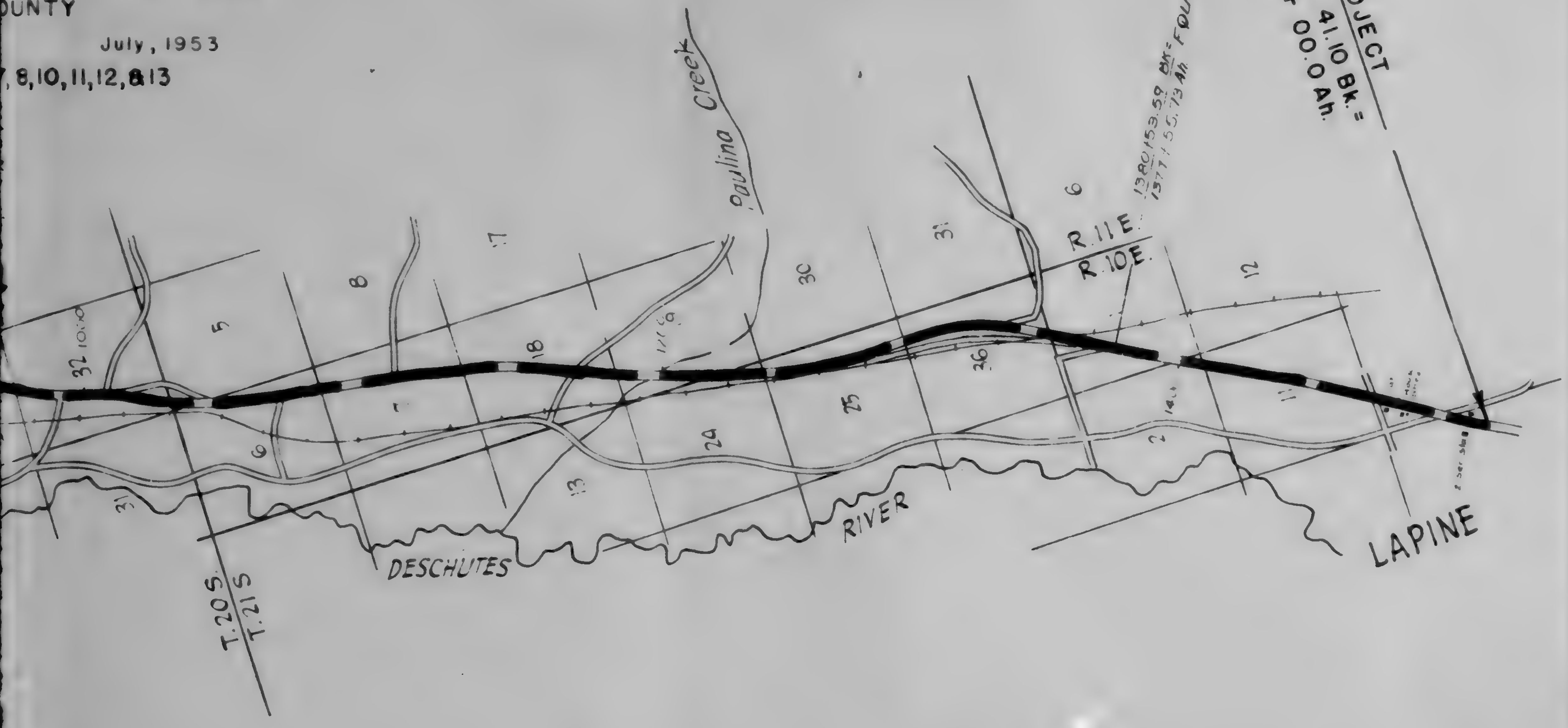
SECTION

NIA HIGHWAY

UNTY

July, 1953

,8,10,11,12,&13



OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

BLACKWELL HILL — MEDFORD

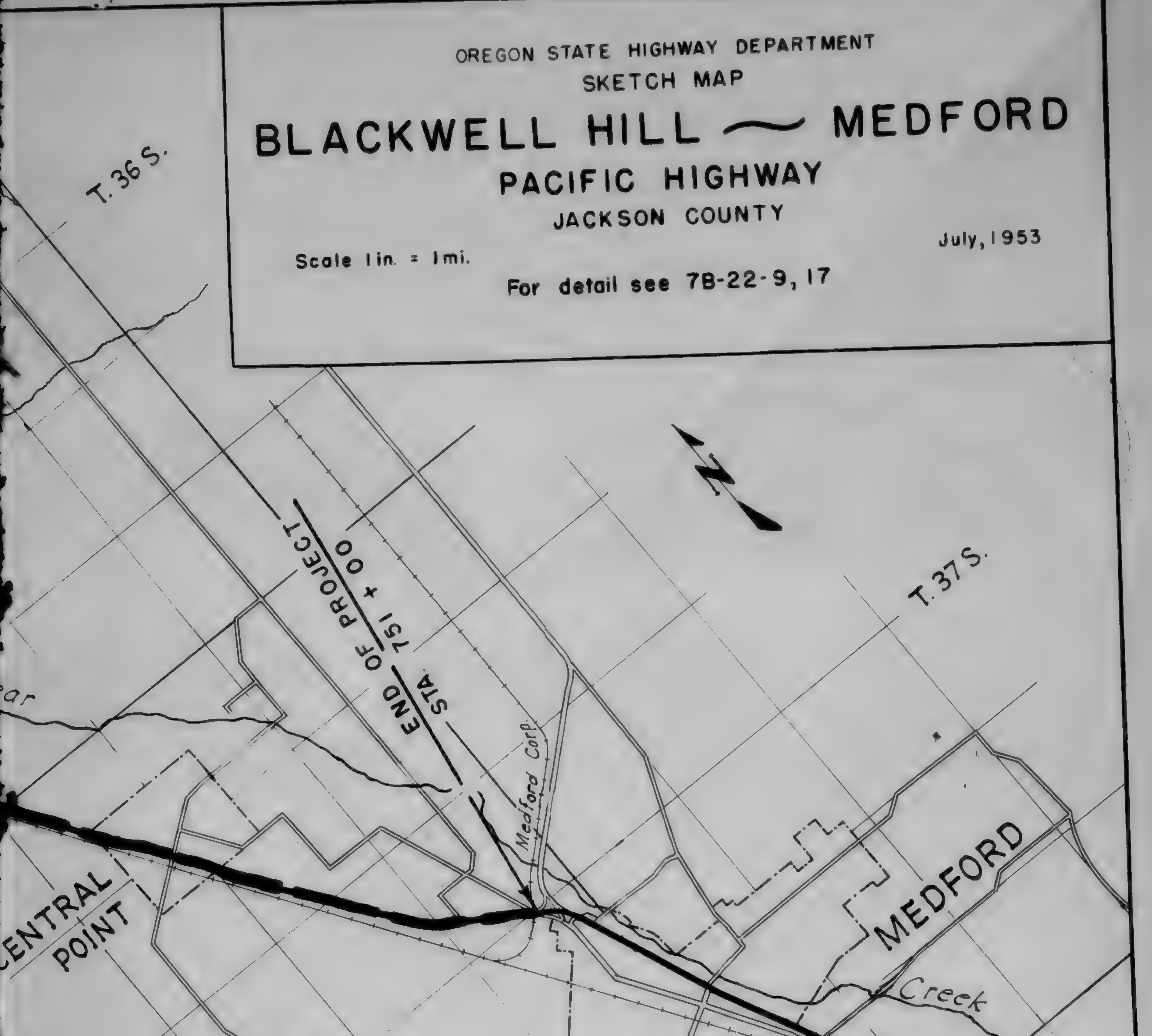
PACIFIC HIGHWAY

JACKSON COUNTY

July, 1953

Scale 1 in. = 1 mi.

For detail see 7B-22-9, 17



PROVED

ATE HIGHWAY ENGINEER

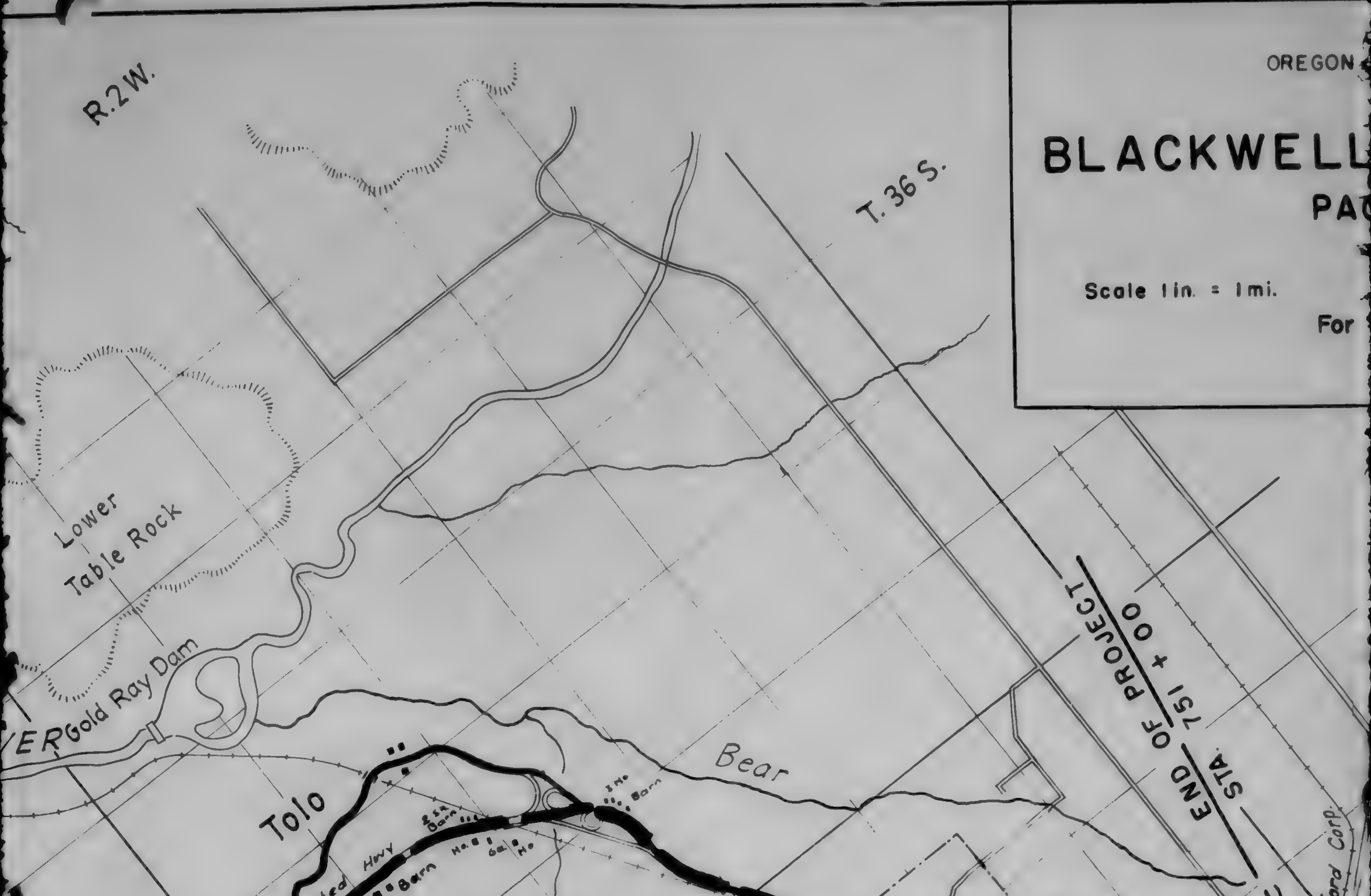
OREGON

BLACKWELL

PA

Scale 1 in. = 1 mi.

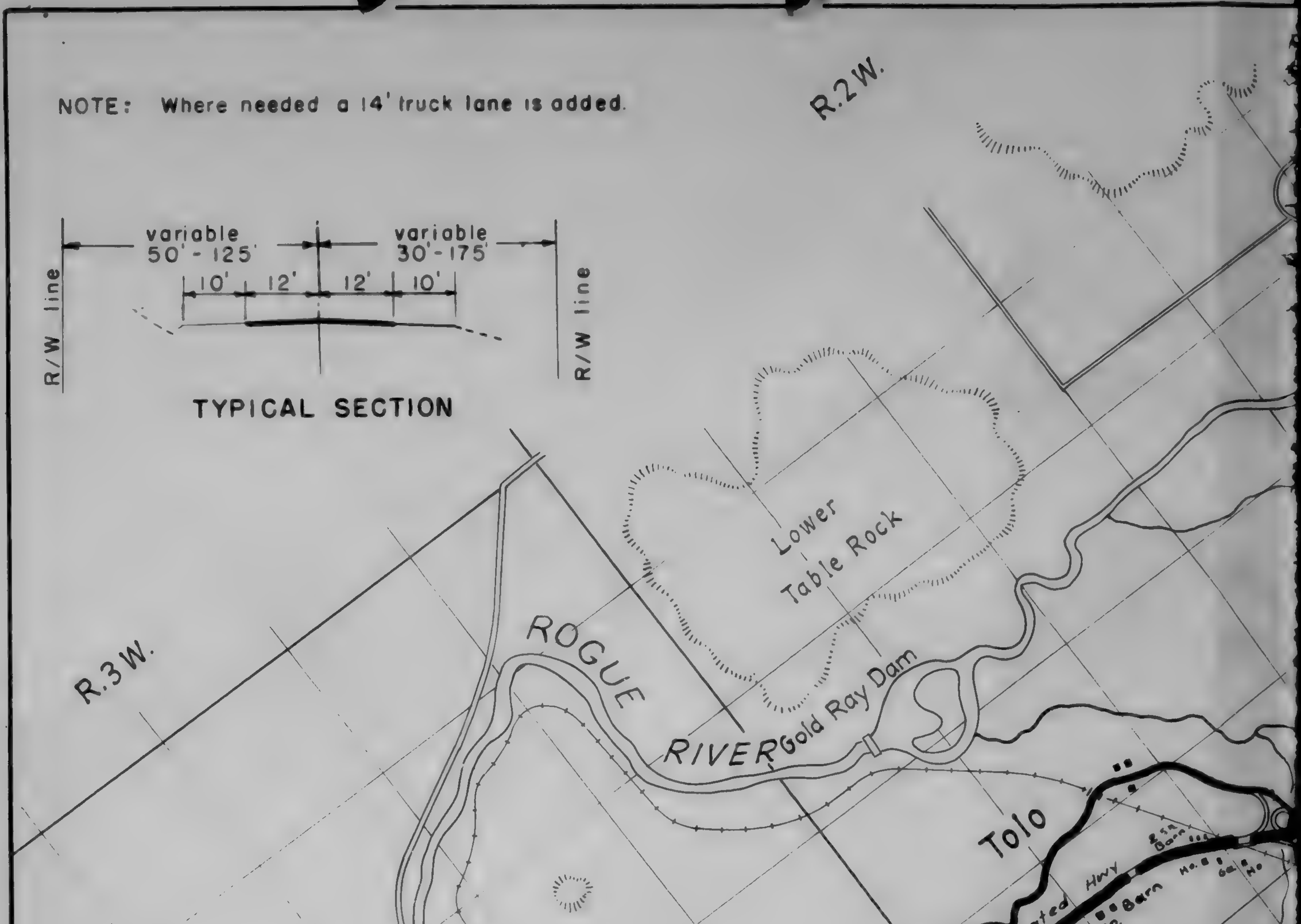
For



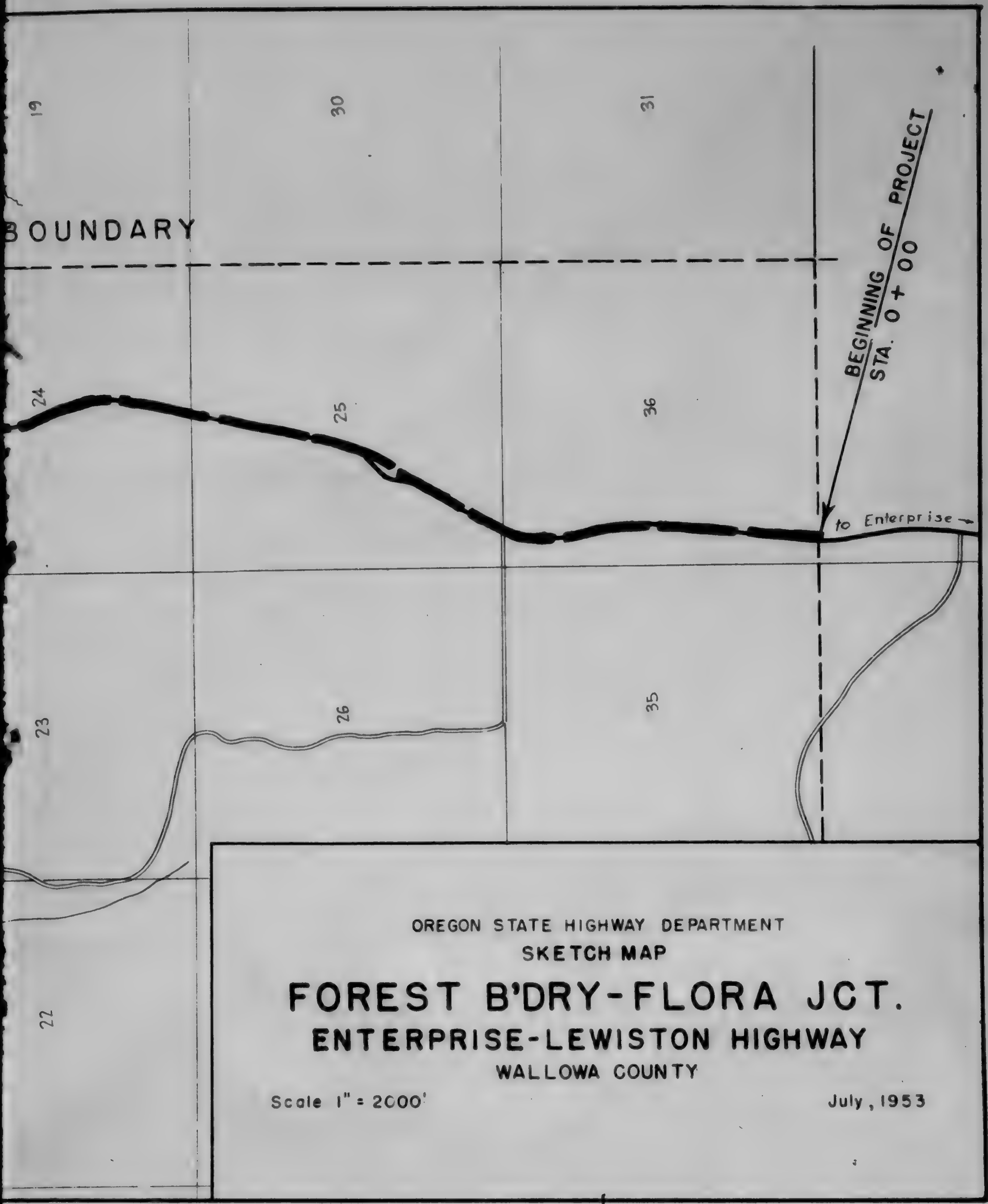
APPROVED

ASST. STATE HIGHWAY ENGINEER

Date


NOTE: Where needed a 14' truck lane is added.
R.2W.
variable
50'-125'
variable
30'-175'
10'
12'
12'
10'
R/W line
R/W line
TYPICAL SECTION
Lower
Table Rock
R.3W.
ROGUE
RIVER
Gold Ray Dam
Tolo
Relocated
Hwy
Ho. Barn
2 Bldgs.
Highway
Present
GOLD HILL
Survey Approved
Rock
Point
BEGINNING OF PROJECT
STA. 257 + 00

4 b (4)



OREGON STATE HIGHWAY DEPARTMENT

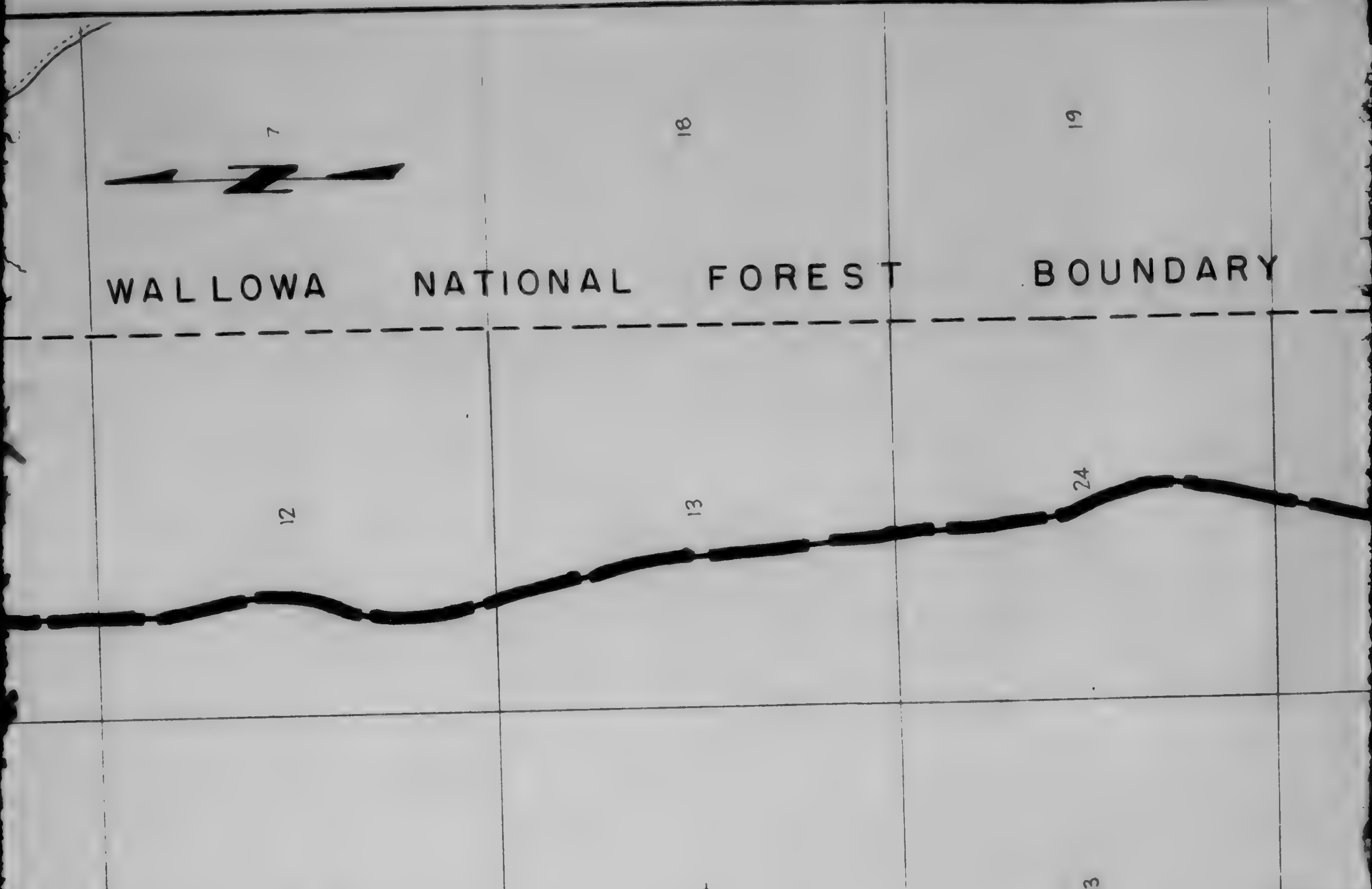
SKETCH MAP

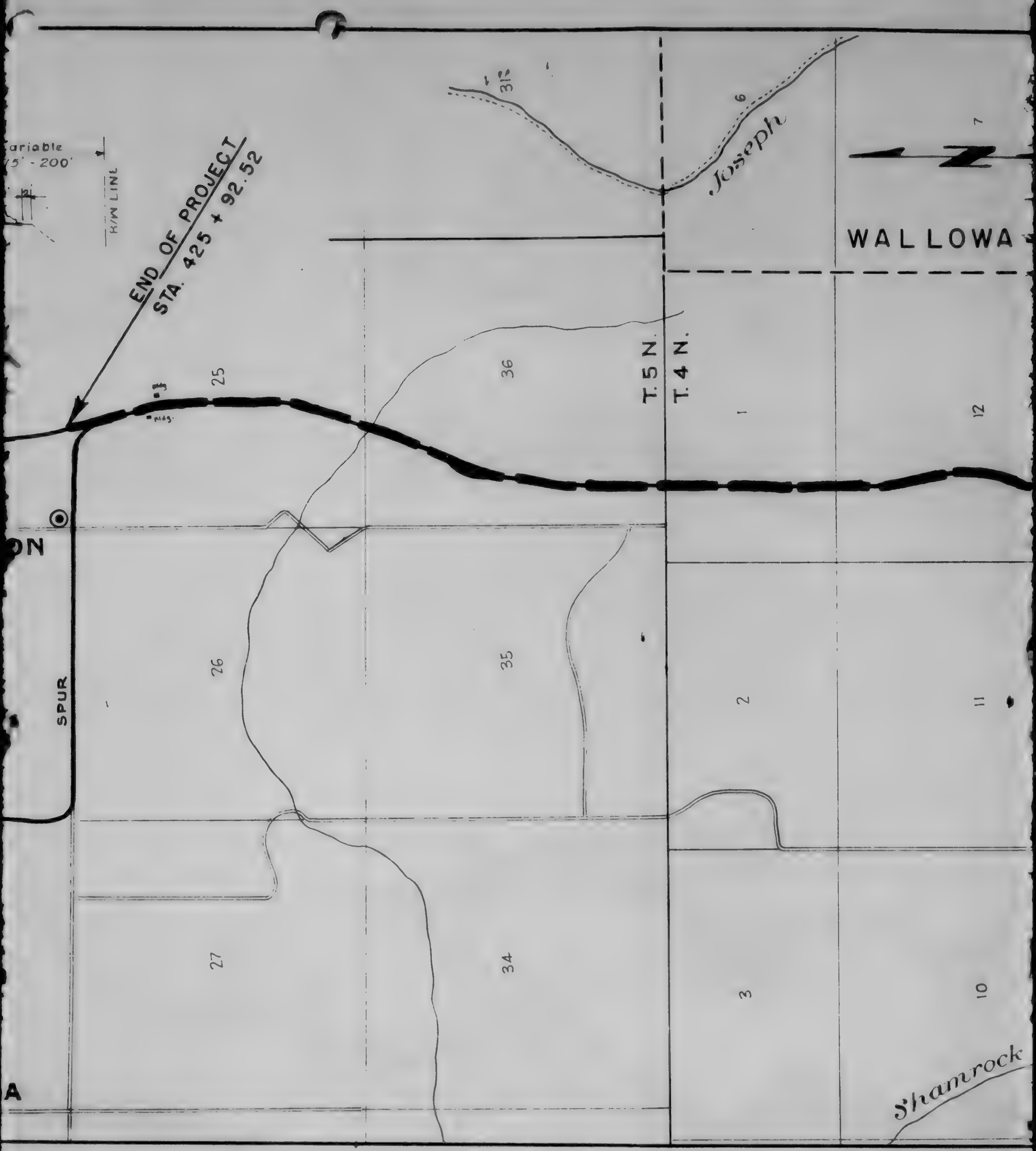
FOREST B'DRY-FLORA JCT.

ENTERPRISE-LEWISTON HIGHWAY

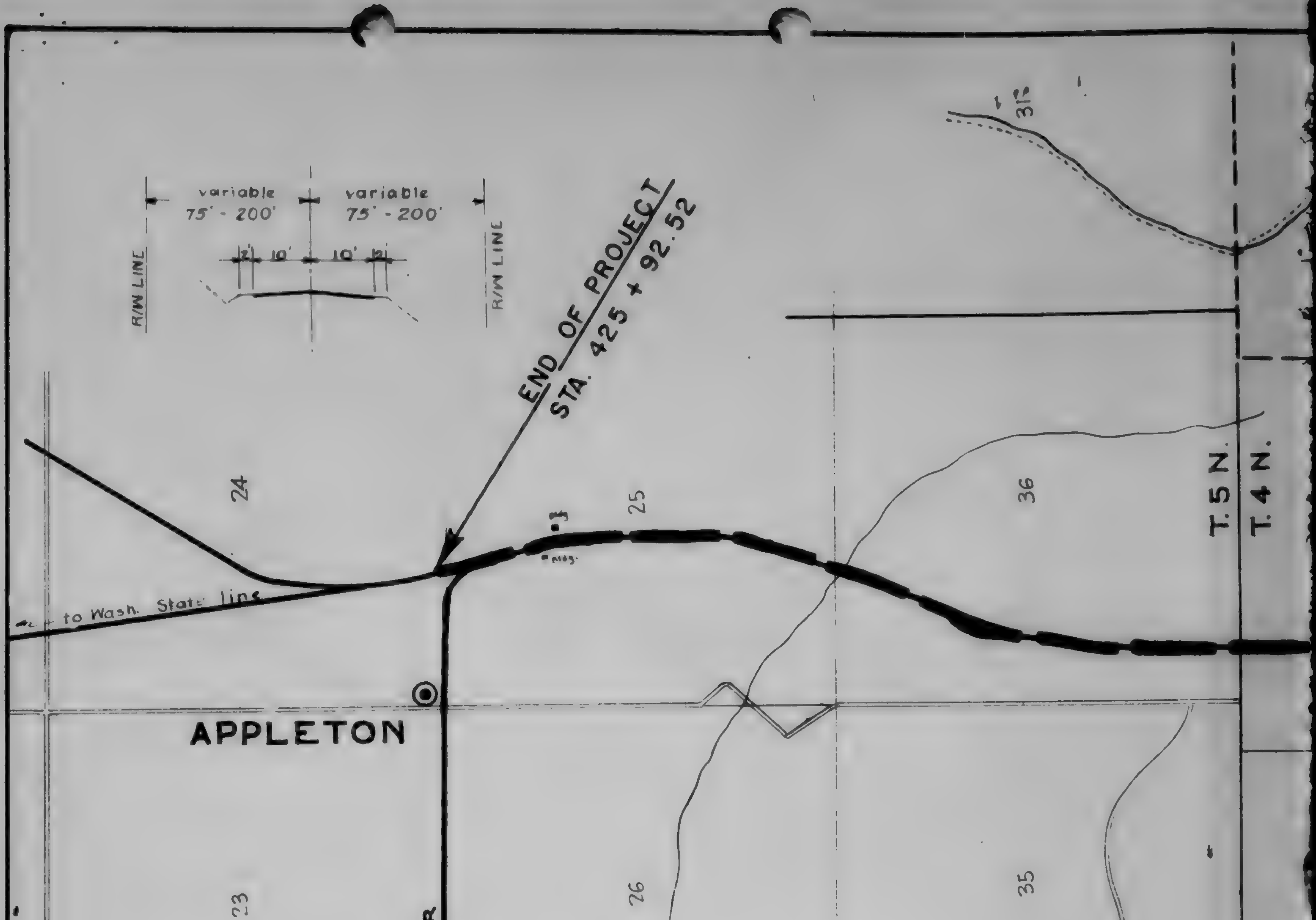
WALLOWA COUNTY

Scale 1" = 2000' July, 1953


7
18
19
WALLOWA NATIONAL FOREST BOUNDARY
12
13
24
11
14
23
10
15
22
Shamrock Cr.



ariable
75' - 200'
R/W LINE
END OF PROJECT
STA. 425 + 92.52
31
6
Joseph
7
WALLOWA
T. 5 N.
T. 4 N.
25
Bldg.
36
1
12
ON
SPUR
26
35
2
11
27
34
3
10
A
Shamrock


variable
75' - 200'
variable
75' - 200'
R/W LINE
R/W LINE
10'
10'
END OF PROJECT
STA. 425 + 92.52
24
25
36
T. 5 N.
T. 4 N.
to Wash. State line
APPLETON
23
SPUR
26
35
FLORA
22
27
34
FLORA

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

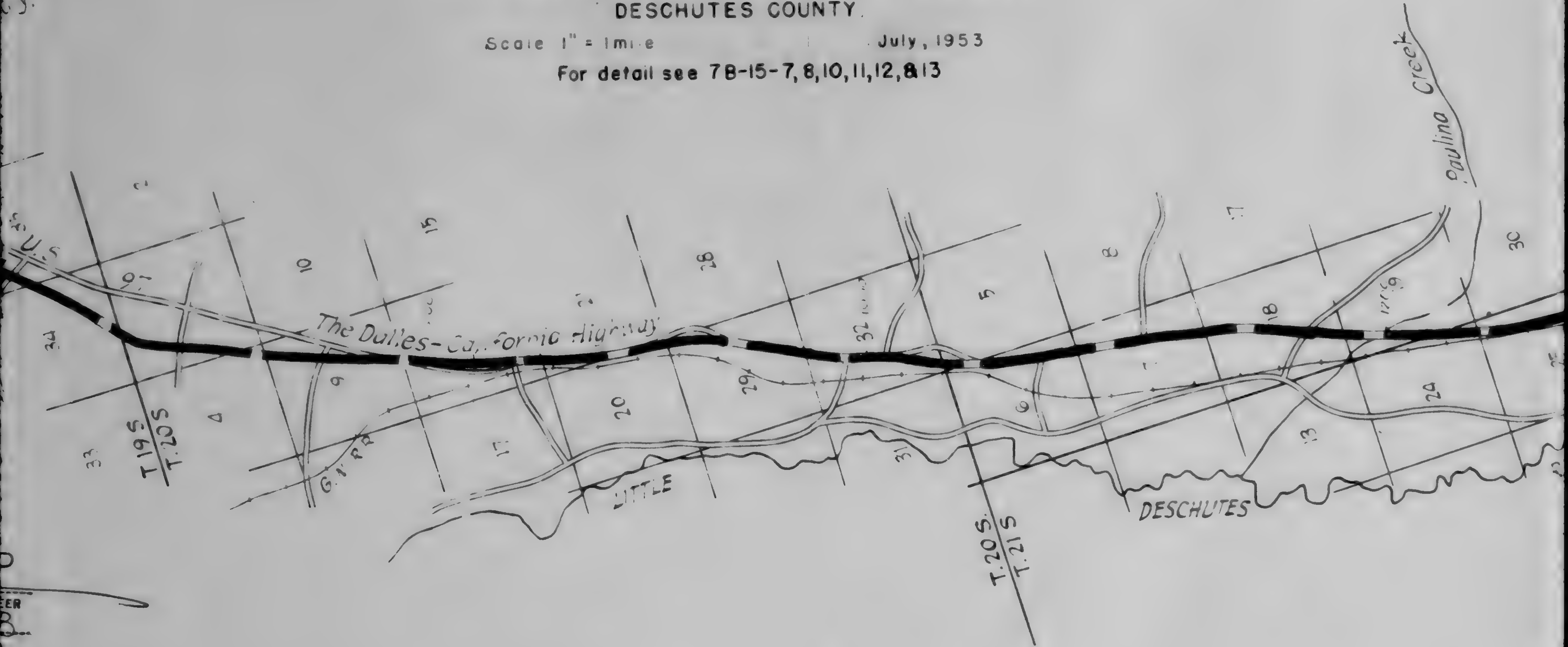
BEND-LAPINE SECTION

THE DALLES-CALIFONIA HIGHWAY

DESCHUTES COUNTY

Scale 1" = 1mile July, 1953

For detail see 7B-15-7, 8, 10, 11, 12, & 13



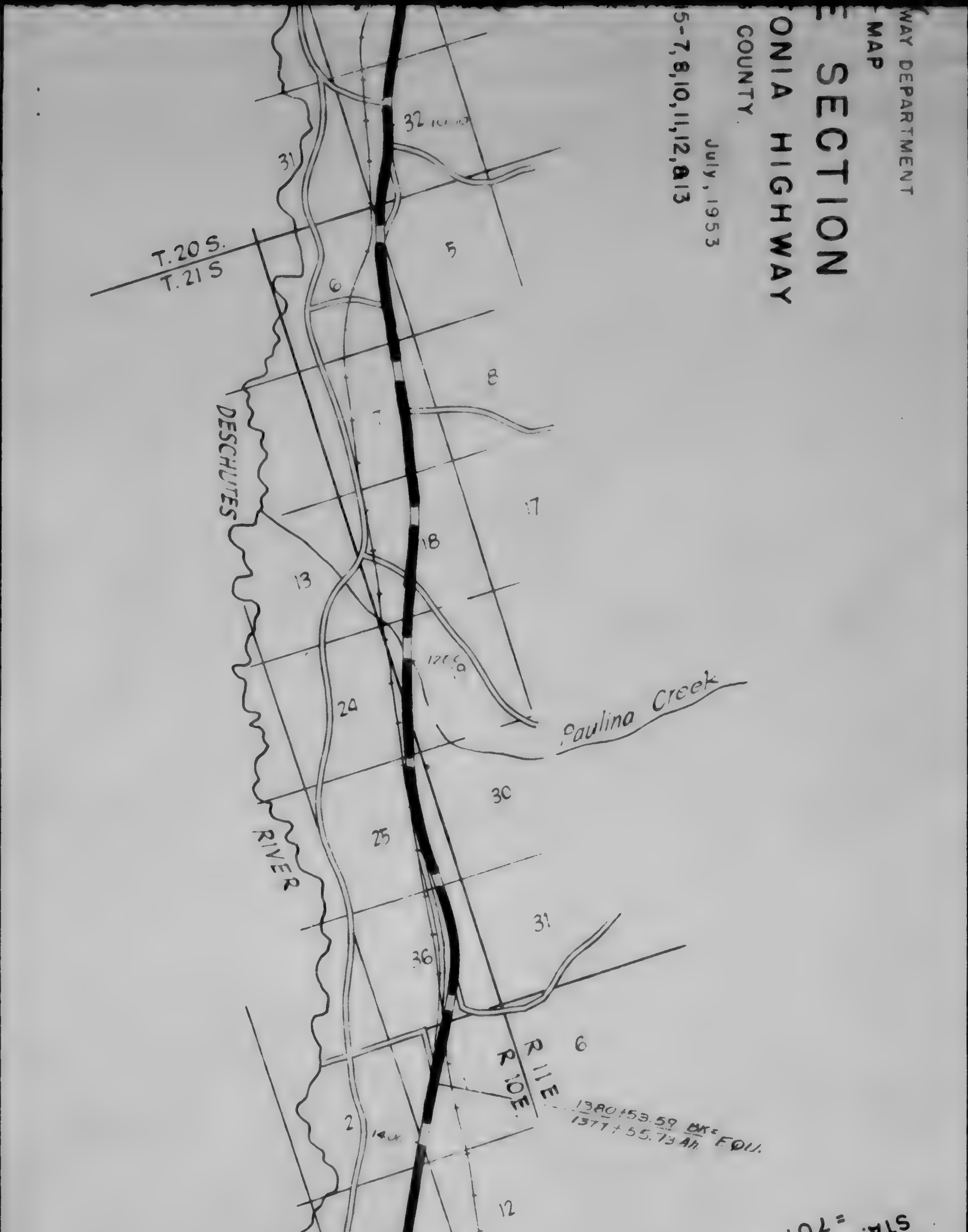
WAY DEPARTMENT
MAP

E SECTION
ONIA HIGHWAY

COUNTY

July, 1953

5-7,8,10,11,12,&13



OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

BEND-LAPINE SECTION

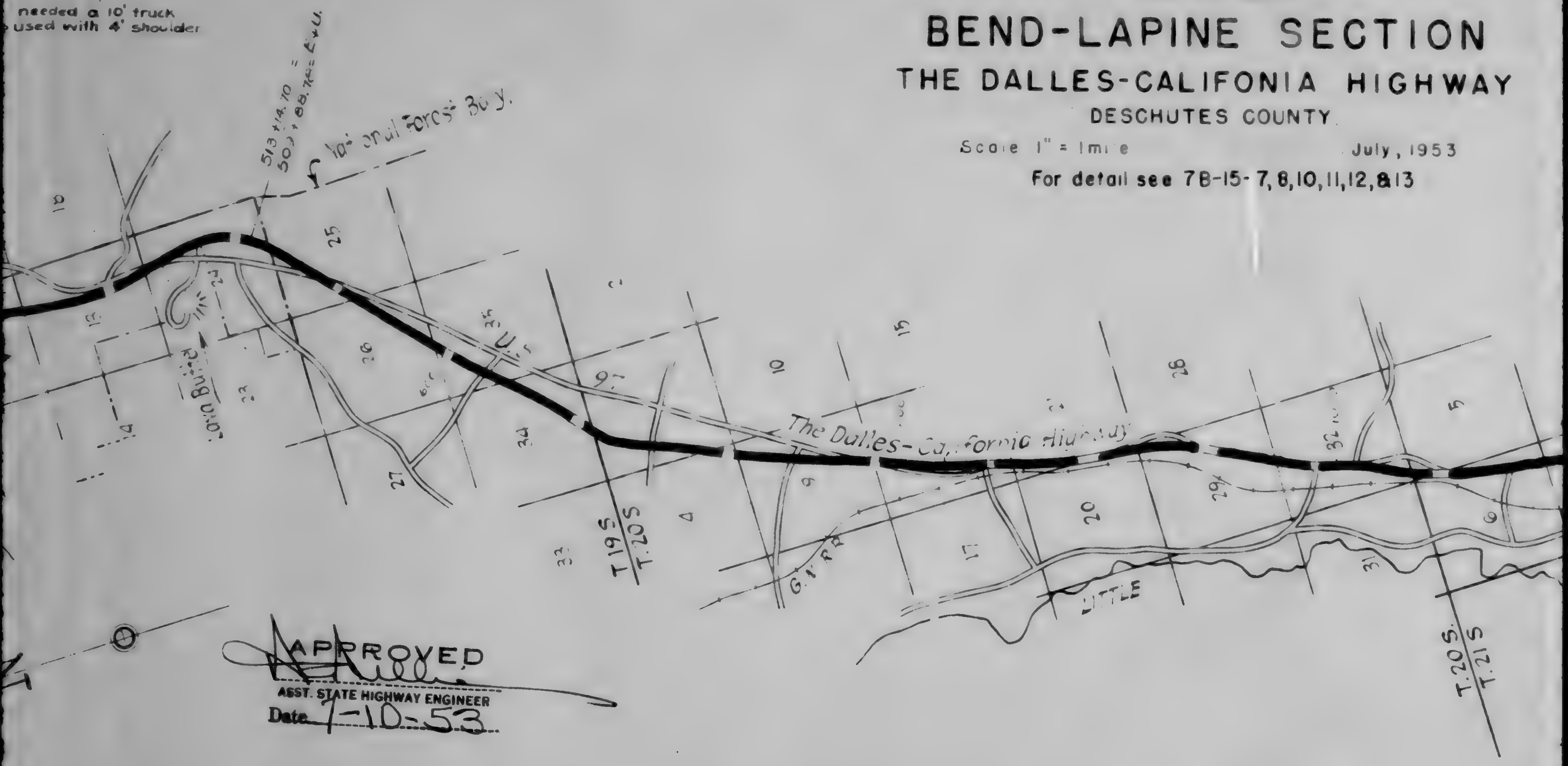
THE DALLES-CALIFONIA HIGHWAY

DESCHUTES COUNTY

Scale 1" = 1mile July, 1953

For detail see 7B-15-7, 8, 10, 11, 12, & 13

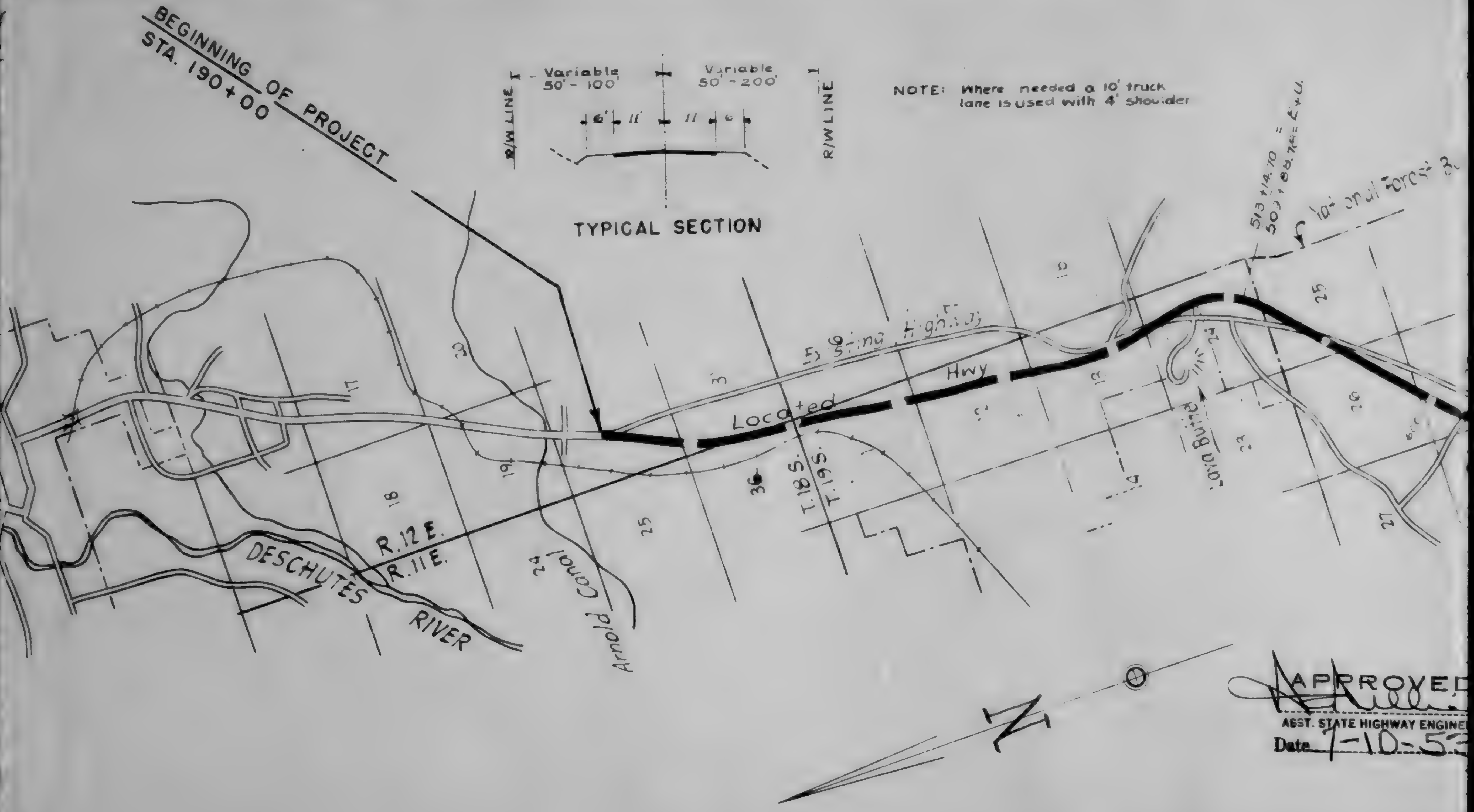
needed a 10' truck
used with 4' shoulder



APPROVED

ASST. STATE HIGHWAY ENGINEER

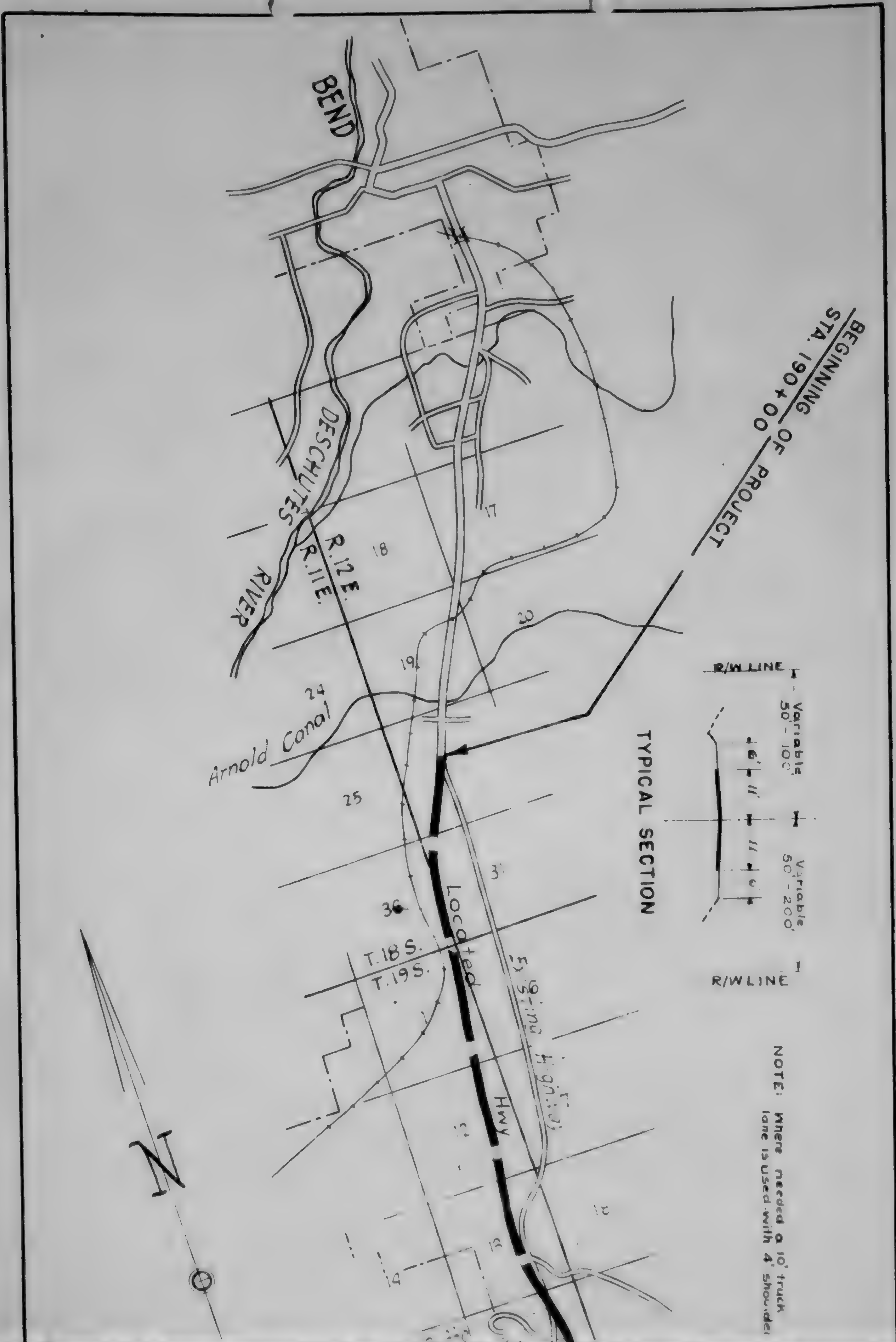
Date 7-10-53



APPROVED

ASST. STATE HIGHWAY ENGINE

Date 7-10-53


BEND
DESCHUTES RIVER
R.12E.
R.11E.
BEGINNING OF PROJECT
STA. 190+00
17
18
19
20
24
25
31
36
Arnold Canal
T.18 S.
T.19 S.
Located Hwy
Existing Highway
12
13
14
N
TYPICAL SECTION
R/W LINE
Variable 50'-100'
6'
11'
11'
6'
Variable 50'-200'
R/W LINE
NOTE: Where needed a 10' truck lane is used with 4' shoulder

RECEIVED
FOR FILING

FORM E-20 25M 9-51 52315

Bend
[illegible]
The Dalles - Calif

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1953

SUBJECT:

To:

Mr. W. R. Chandler
Division Engineer
State Highway Dept.
1290 Wall Street
Bend, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

In constructing the South Unit of the Bend - La Pine project it is not contemplated that the grade separation be constructed at this time.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:js
cc W. C. Williams

file

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Bend-Lapine, South Unit
Highway: The Dalles-California
County: Deschutes **Prefix:** 9-1486-900
Res. Engr.: A. A. Fossen
Length of Project: 10.41 Miles
Stations $L^2$840+00 to 707+00

The recommended total thickness of base course plus an A.C. wearing surface is 13½ inches. This section is subject to frost penetration, especially with considerable fill over territory that remains wet during summer months.

Design data is attached.

Submitted by ____________
Soils Engineer

Recommended by ____________
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by ____________
Ass't. State Highway Engr.

Subject to modification - no additional materials to be placed where existing pavement to be retained.

cc
Ass't. State Highway Engr.
Construction Engineer
Engineer of Materials
Division Engineer (W. E. Chandler)
Resident Engineer (A. A. Fossen)
Office Engineer
Soils Engineer

8/21/53

Location		Soil Characteristics					Required Thickness
Station	Depth	% Pass 200	LL	PI	R Value	% Silt	Traffic Heavy
258+00		28.8	27	3	82	16.5	9½"
281+00		23.7	26	0	74	14.6	9½"
305+85		35.0	25	3	61	17.3	9½"
333+00		26.2	27	0	79	13.3	9½"
595+00		26.3	30	0	80	18.2	9½"
674+00		20.5	30	0	87	11.2	9½"
820+60		26.8	24	0	74	17.6	9½"
866+60		11.5	28	3	66	6.6	9½"
887+40		27.6	20	0	75	16.0	9½"
853+00, ℄	0-3.0'	35.2	25	0	87	21.2	9½"
938+00, ℄	0-3.0'	25.1	28	0	84	15.7	9½"
1172+00, 30' Lt.	0-3.5'	32.5	26	0	76	17.2	9½"
1172+00, 30' Lt.	3.5'-4.2'	68.6	61	6	66	28.9	9½"
1260+20, Lt. ℄	2.5'-3.0'	32.8	24	0	75	17.4	9½"
MP. 170, 20' Lt.	0 - 2.5'	27.9	26	0	84	17;7	9½"
MP. 170, 20' Lt.	2.5'-3.0'	43.8	22	0	46	22.6	10½"

8/21/53

RECEIVED
FOR FILING
OF-168 (8)
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

CONSTRUCTION DIVISION

Soils Section
Subbase and Base Design

Section: Bend-Lapine

Highway: Dalles-California

County: Deschutes

Prefix: 9-1486

Resident Eng: A. A. Fossen

Length of Project: 28.48 miles

Sta: 2+86.46 to Sta. 1504+41.1

Location			Soil Characteristics				Required Thickness		
Station	Depth	Pass 200	LL	PI	R Value	% Silt	Light Traffic	Medium Traffic	Heavy Traffic
258	0-7	28.8	27	3	82	16.5			9½
281	0-4½	23.7	26	0	74	14.6			9½
305+85	0-7	35.0	25	3	61	17.3			9½
333	0-4	26.2	27	0	79	13.3			9½
595	0-5	26.3	30	0	80	13.2			9½
674	0-6	20.5	30	0	87	11.2			9½
820+60	0-8	26.8	24	0	74	17.6			9½
866+60 cinders	0-12.5	11.5	28	3	66	6.6			9½
887+40	0-7	27.6	20	0	75	16.0			9½

Remarks:

The 9 samples reported are typical of the various soil types represented by the 32 samples submitted to the laboratory. All samples were tested for the basic soils identification tests and the stabilometer test for base design was performed on the 9 samples chosen as representative of the different soils types that were determined.

According to the Division Engineer, this area does not have a history of frost break-up. The section tentatively designed includes side ditches which will hold the water level below the subgrade. The base material will be cinders which is an excellent insulating material. With these considerations in mind, the design as made by this office, is for a total thickness of base and surfacing of 9½".

Construction procedure should be so planned as to keep the pumice material present on the job below the final subgrade elevation by 12" to 18", if possible.

Submitted by Ray Webber
Ass't. Construction Engineer

Recommended by
Construction Engineer

and G W Harris
Eng. of Materials

Approved by
Ass't. State Hwy. Engineer

cc
- Ass't. State Highway Engineer ✓
- Construction Engineer
- Engineer of Materials
- Division Engineer
- Soils Engineer
- Resident Engineer

7/17/52

BFI-323(7) 42nd Ave.-92nd Ave. Sec., 1953
T.H. Banfield Exp. in N.E.
#4053 Portland [redacted]

STATE COPY 4053 BF1-323(7)
F-323(26)

Monthly transaction number 11-8	F PR-2A (10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
Modification number 1	*(PPM 21-7)*	Project number I-80N-1(22)02

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 6, 19 55, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 926,348	$ 0
Federal funds	$ 431,890.48	$ 0
Other revisions		

This modification is made for the following reasons:

Project being withdrawn from Interstate System and transferred to Primary System.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 31st day of October, 19 69.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By Green
(Division Engineer)
For: R. E. Simpson

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Form PR 2 (Revised 1950)

1528

State Oregon

Federal Aid Bond Issue

Project No. BFI-323(7)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of January, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 1953, a program, which was approved on the 1st day of September, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 15th day of October, 1953; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of four hundred seventy-eight thousand and 00/100 dollars ($478,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of bonds as follows:

(Include date and citation of act or legislature by which authorized)

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1,1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

~~(b) From other sources~~

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 135+00 in the NE 1/4, Section 36, T. 1 N., R. 1 E., W.M., and survey station 290+25.42 in the NW 1/4, Section 33, T. 1 N., R. 2 E., W.M., all in Portland, except stations 184+95 to 185+90, length 2.927 miles, in Multnomah County, being Oregon Federal Aid / Bond Issue project No. [illegible]FI-323(7), consisting of 2.927 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

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UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of four hundred seventy-eight thousand and 00/100 dollars ($478,000.00), which does not exceed the authorized Federal pro rata share of seven hundred seventy-two thousand, two hundred thirty-four and 65/100 dollars ($772,234.65), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, Laws 1939.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest H B Glaisyer
SECRETARY

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

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DEC 5 1962

FFI-323(1)

4053

file

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1962

To: Mr. Floyd Query, Secretary
State Highway Commission

SUBJECT: Agreement - File No. 24444
Willamette River-42nd Ave.
Banfield Expressway
UPRR Co.- City of Portland

BUILDING

Attached please find fully executed copy of an agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachment
cc: G. S. Paxson
Frank Morgan
I. A. DeFrance
Lloyd Shaw
J. W. Nash
C. H. Maison
Earl Saling

NOTED
FLOYD QUERY

RECEIVED
DEC 5 1962

FFI-323(c)

4053

[illegible] file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1962

To: Mr. Floyd Query, Secretary
State Highway Commission

SUBJECT: Agreement - File No. 24444
Willamette River-42nd Ave.
Banfield Expressway
UPRR Co.- City of Portland

BUILDING

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JNHershberger
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachment
cc: G. S. Paxson
Frank Morgan
I. A. DeFrance
Lloyd Shaw
J. W. Nash
C. H. Maison
Larl Saling

NOTED
FLOYD QUERY

RECEIVED

RECEIVED
AUG 13 1962
FOR FILING
[illegible]

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

AUGUST 10, 1962

File Ref. D 9016 - 32 - 14

Mr. L. I. Lindas,
Chief Counsel
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. Glen V. Sorensen,
Staff Attorney

Dear Sir:

Kindly refer to your letter of September 25, 1961, file 24444, and our letter of June 18, 1962 concerning supplemental agreement covering the Willamette - 42d Avenue Section of the T. H. Banfield Expressway, Portland, Oregon.

Herewith for your record is fully-executed counterpart of supplemental agreement dated September 15, 1961 between the Railroad Companies and the State of Oregon, along with 10 additional copies of Exhibit "E".

Very truly yours,

G. H. Baker

G. H. Baker,
Superintendent

enc.
(C.D. No. 39101-9-C)

cc: Mr. G. S. Paxson,
Deputy State Highway Engineer - Salem

G. S. PAXSON

RECEIVED
AUG 1 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 26 1961

4053

FORM E-123-X 50M 9-61

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 24, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Mr. Baker:

Attached is our voucher dated July 11, 1961, in the amount of $4,451.36 which represents final payment on railroad agreement No. 85902. We are unable to increase this payment to $5,085.29 as requested in your letter dated October 10, 1961.

Investigation of your claim for an additional $633.93 has resulted in the following:

Item No. 2 Page 3 Bill No. 783415.

Claim for additional amount of labor and payroll additives for Gang No. 1007, February 1956. $21.39

On May 2, 1959, we received your bill No. 822924 which was designated as the final billing. Relying on this statement, we submitted our claim to the Bureau of Public Roads for federal participation on this project. Payment of this additional claim, which would not be eligible for federal participation, would result in the payment of State funds for an error committed by the Union Pacific Railroad Company.

Item No. 13 Page 9 Bill No. 783415.

Claim for material cited as having 5% handling charge applied in error. $160.81

Item No. 13 in the amount of $122.94 was declared ineligible by the Bureau of Public Roads auditor in accordance with paragraph No. 10b of P.P.M. 30-3. The federal auditor reported that he was unable to find underlying records to support this charge. Paragraph 14E requires the Bureau of Public Roads' auditor to discuss with representatives of the company all exceptions or comments. The company is also furnished a copy of exceptions by the District Engineer, of the Bureau of Public Roads, to enable them to file an explanation or rebuttal to the audit exceptions or comments. This statement of rebuttal is to be filed with the

District Engineer within ten days following receipt of the audit exceptions or comments, or advice in writing should be made as to the date on which the company's statement will be transmitted to the State. (Paragraph 14E G.A.M. 299) since the State was not advised of the exception within a reasonable time, we must accept the audit by the Bureau of Public Roads.

Item No. 11 Page 4 Bill No. 783415.

Claim for labor and additives billed to this project in error. $451.73

In your letter of October 10, 1961, you stated that this item should have been billed on work order No. 7498-OW. As you stated, final payment and billing would not be eligible for federal participation and would result in a payment of state funds for an error committed by the Union Pacific Railroad Company.

It should be noted that included in the citation from the Bureau of Public Roads were deductions of $5,426.71 for labor incurred prior to authorization and $6,433.59 for materials issued prior to authorization which were not deducted from the final payment to the Union Pacific Railroad Company.

Please certify and return the attached voucher to the Accounting Division.

Very truly yours,

W. C. Williams
State Highway Engineer

By:
C. H. Maison
Auditor

CHM:jc

Attachment

cc: G. S. Paxson
R. L. Porter
I. D. Merchant

RECEIVED
OCT 25 1961
OFFICE OF
STATE HIGHWAY ENGINEER

E. S. Paxson

RECEIVED
JAN 18 1961

COMMISSIONERS
E. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

CFI-22[illegible]7
4053

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 9, 1961

Union Pacific Railroad Company
Pittock Block
Portland 5, Oregon

Re: Our File R-24444 - U.P.R.R. Co.
Your File 1150-168 D
Willamette River to 42nd Ave.
Banfield Expressway

ATTENTION: Property Management Section

Gentlemen:

Enclosed please find two copies of a tentative Grant of Easement covering the property the State is to give an easement to the railroad as provided in that certain contract entered into between the Oregon-Washington Railroad & Navigation Company and others and the State of Oregon and dated the 9th day of September, 1955.

This tentative draft is resubmitted to you because of Mr. Callahan's letter of November 21, 1960, to Mr. Earl Saling. Points No. 1, 2 and 3 in Mr. Callahan's letter are incorporated into this draft. As to point No. 4, it is my understanding that highway structures do pass over the property covered by this easement.

The draft of this instrument granting the easement has not yet been approved by Mr. Paxson, the Deputy Highway Engineer, nor by Mr. Lindas, our Chief Counsel of the Legal Department, but if the draft is satisfactory to you, I will take immediate steps to present it to them.

Very truly yours,

GLEN V. SORENSEN
Staff Attorney

GVS:dc
Encls.

cc: E. S. Paxson
L. I. Lindas
E. F. Saling

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RECEIVED
FEB 26 1958
FOR FILING

FFL-323(7)
1053

February [illegible], 19[illegible]

Mr. [illegible], District Engineer
Bureau of Public Roads
Box [illegible]
State Highway Building
Salem, Oregon

Dear Sir:

Re: [illegible] Section of [illegible] Tenfield
[illegible], F.A.S. Proj. [illegible] - 323 (7)

Enclosed find Union Pacific Railroad Company bills covering cost of rearranging their facilities to accommodate construction of the above project. Bills submitted are:

Bill No. [illegible] (1st Prog.) Signal work, etc.
Bill No. [illegible] (2nd Prog.) Signal work, etc.
Bill No. [illegible] (3rd Prog.) Signal work, etc.
Bill No. 7[illegible]13 (4th Prog. [illegible]) Signal work, etc.
Bill No. 71 713 (1st Prog.) Track work, etc.
Bill No. [illegible] (2nd Prog. [illegible]) Track work, etc.
Bill No. [illegible] (Voucher 11) Track work, etc.
Bill No. 71[illegible] (Voucher [illegible]) Track work, etc.

Will you please audit these bills for us. A copy of the State/Railroad agreement under which the work was done is attached for the auditor's use. If additional information is required to make the audit please let us know and we will send it along. Bills and the agreement attached are a part of our working file. We would appreciate return of these when the audit is completed.

Very truly yours,

[illegible] Williams
State Highway Engineer

GAG/kcs
CC: C. A. Gardner

RECEIVED
FEB 26 1958
FOR FILING

BFI-323[illegible]

[illegible]053

February 25, 19[illegible]

Mr. [illegible], District Engineer
Bureau of Public Roads
Room [illegible]
State Highway Building
Salem, Oregon

Dear Sir:

Re: [illegible] Section [illegible]
[illegible], F.A.S. Oregon [illegible] - [illegible] (7)

Attached find Union Pacific Railroad Company bills covering cost of rearranging their facilities to accommodate construction of the above project. Bills enclosed are:

Bill No. [illegible] (1st Prog.) Signal work, etc.
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Bill No. [illegible] (3rd Prog.) Signal work, etc.
Bill No. 7[illegible] (4th Prog. [illegible]) Signal work, etc.
Bill No. 71 711 (1st Prog.) Track work, etc.
Bill No. [illegible] (2nd Prog. [illegible]) Track work, etc.
Bill No. [illegible] ([illegible] 11) Track work, etc.
Bill No. 71[illegible] ([illegible] 11) Track work, etc.

Will you please audit these bills for us. A copy of the State/Railroad agreement under which the work was done is attached for the auditors use. If additional information is required to make the audit please let us know and we will send it along. Bills and the agreement attached are a part of our working file. We would appreciate return of these when the audit is completed.

Very truly yours,

[illegible]
State Highway Engineer

[illegible]MG/kcs
CC: [illegible]. A. Gardner

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JAN 14 1958
FOR FILING
FORM E30—50M—2-57—1476

[illegible]

405 2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1958

Int.
405 2

SUBJECT: Supplemental Agreement
Union Pacific Railroad
Willamette River-42nd Avenue
T. H. Banfield Expressway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Am attaching a letter from Mr. G. H. Baker, Superintendent, Union Pacific Railroad, relative to the above supplemental agreement, for your files.

I have returned the supplemental agreement to the railroad company and discussed the matter with them. They were perfectly willing to rewrite the agreement so that the State would pay them a lump sum rather than on their billings for the construction of this spur.

Tom Edwards
Construction Engineer
By D J Barbee
D. J. Barbee
Ass't Construction Engineer

DJB:jc

Attach.

RECEIVED
JAN 9 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 14 1958
FOR FILING
FORM E30—50M—2-57—1476

RF

405 2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Cont.
405 2

Salem, Oregon
January 8, 1958

SUBJECT: Supplemental Agreement
Union Pacific Railroad
Willamette River-42nd Avenue
T. H. Banfield Expressway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

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I have returned the supplemental agreement to the railroad company and discussed the matter with them. They were perfectly willing to rewrite the agreement so that the State would pay them a lump sum rather than on their billings for the construction of this spur.

Tom Edwards
Construction Engineer

By D J Barbee

D. J. Barbee
Ass't Construction Engineer

DJB:jc

Attach.

RECEIVED
JAN 9 1958
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT O[illegible]

G. H. BAKER
[illegible]

[illegible]
PORTLAND, OREGON

December 10, 1957

File Ref. ([illegible] - 32 - 14)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Willamette River - 33d Avenue Section,
Banfield Expressway

Easement and construction agreement dated September 9, 1955 between the State and the Railroad covering the captioned project, provided in Section 4 for reimbursement to the Railroad for industrial tracks removed in connection with the project.

Subsequent to the above-mentioned agreement, our Operating Department found it desirable to retain a spur in the vicinity of the Giebler-Joplin spur. In view of this a Supplemental Agreement has been prepared, amending Section 4 as it pertains to the above-mentioned spur.

Attached for your consideration are duplicate signatory copies of Supplemental Agreement providing for the revision outlined above. The effective date in Section 4 has been made "July 2, 1956" to antedate the first expenses incurred in connection with the spur. Please review the document and if satisfactory arrange for its execution by the State Highway Commission, being sure to fill in the date of the agreement at the top of page 1, after which both copies should be returned to me for submission to my principals. When the agreement has been completed, one fully-executed copy will be returned to you for your records.

Yours very truly,

G. H. Baker,
Superintendent

enc.

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FOR FILING

Eil - 322(7)

4153

December 3, 1957

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

In reply to your letter of November 7, 1957 (your File No. D 9216 - 32 - 14), relative to cost of drainage items involved in the revision of your facilities on the 42nd Avenue-92nd Avenue Section of the Banfield Expressway, I am supplying the following information:

Item 1 - Special catch basin, 2½' x 2½' grate, located 13 feet left of Railroad Station 194+20	$110.00
Item 2 - 27 feet of 8" concrete sewer pipe at $1.60 per foot	43.20
Item 3 - 8.4 cubic yards drainage excavation at $3.00 per cubic yard	25.20
Total	$178.40

In our previous letter regarding this drainage the cost was given as $178.50. That was merely to round out the figures to the nearest half dollar.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DJB:jk me

cc Mr. Tom Edwards

ASSIGNMENT

Date: November 12, 1957 No. 587 By Fc

Description: Letter of November 7 from G. H. Baker, Superintendent, Union Pacific RR Co., Portland, asking for more detailed information on item of drainage than given in our letter of ~~Mxx~~ August 13 to Mr. Haacke (42nd - 92nd Avenue, Banfield Expressway)

Acknowledged by_____ Referred to Edwards ✓

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
XXX Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
FORREST COOPER

Executed 12-2-57 Report Received________

ILROAD COMPANY

OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 12, OREGON

NOVEMBER 7, 1957

(File Ref. No. D 9216 - 32 - 14)

PLEASE RETURN TO
FORREST COOPER

nt

Avenue Section,
Expressway
tland

13th to Mr. R. E. Haacke, Divi-
eering quantities and costs of
he captioned project.

owever, is not in enough detail
n this item. Assuming that it is
location, kind, size, length of
and unit cost. If catch-basins
, location, dimensions and cost
(including any excavation and unit costs) are also required.

It will be appreciated if you will furnish this information at your convenience.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

D
1957
OREGON
STATE HIGHWAY COMMISSION

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 12, OREGON

NOVEMBER 7, 1957

(File Ref. No. D 9216 - 32 - 14)

Mr. Forrest Cooper,
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
FORREST COOPER

Dear Mr. Cooper:

42d - 92d Avenue Section,
Banfield Expressway
Portland

Your letter of August 13th to Mr. R. E. Haacke, Division Engineer, gave the engineering quantities and costs of the railroad line change on the captioned project.

The item of drainage, however, is not in enough detail to meet I.C.C. requirements on this item. Assuming that it is a culvert, we should have the location, kind, size, length of pipe, excavation and backfill and unit cost. If catch-basins are involved, the description, location, dimensions and cost (including any excavation and unit costs) are also required.

It will be appreciated if you will furnish this information at your convenience.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

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NOV 13 1957
OREGON
STATE HIGHWAY COMMISSION

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AUG 15 1957
FOR FILING

[illegible]

August 13, 1957

Mr. R. E. Haacke
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee
Portland 12, Oregon

Dear Sir:

At the request of your Mr. Baysinger, I am sending you our costs on the revisions of your trackage in the area from 47th Avenue to 53rd Avenue on the Banfield Expressway:

Right of way cost	$24,512.50
Excavation, 16,300 cubic yards at $0.42 per yard (haul included in excavation)	6,846.00
Drainage	178.50
Estimated location engineering cost	4,500.00
Estimated construction engineering cost	2,000.00

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

DJB:jk   me

cc Mr. Tom Edwards

FORM E-30X—37,800—2-55—82987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 7, 1957

SUBJECT: Segregation of costs for RR valuation
Banfield Expressway

To:
Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: **D. J. Barbee**

Herewith itemized list of costs segregated from our contract work between N.E. 47th and 53rd Avenues on the 42nd - 92nd Avenue section of the Banfield Expressway. These costs represent portions of the work chargeable to railroad relocation, which costs have been requested by the Union Pacific Railroad Company for their valuation report to the Interstate Commerce Commission.

Attached are two copies of James Don's letter of transmittal.

A. V. Benedict
A. V. BENEDICT
Assistant Division Engineer

AVB:al
Encl.
cc: James Don

CONSTRUCTION DIVISION
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[illegible]
ROUTED ☐ ☐ ☐ ☐ ☐

FORM E-30X—37,500—2-55—82987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 7, 1957

SUBJECT: Segregation of costs for RR valuation
Banfield Expressway

To:
Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: D. J. Barbee

Herewith itemized list of costs segregated from our contract work between N.E. 47th and 53rd Avenues on the 42nd - 92nd Avenue section of the Banfield Expressway. These costs represent portions of the work chargeable to railroad relocation, which costs have been requested by the Union Pacific Railroad Company for their valuation report to the Interstate Commerce Commission.

Attached are two copies of James Don's letter of transmittal.

A. V. Benedict
A. V. BENEDICT
Assistant Division Engineer

AVB:al
Encl.
cc: James Don

CONSTRUCTION DIVISION
RECEIVED
[illegible]
NOTED-- ☐ ☐ ☐ ☐ ☐
CE [illegible] COE

FORM E30—50M—8-56—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 5, 1957

SUBJECT: Cost Data, Union Pacific Railroad Revision
T. H. Banfield Expressway

To:

Mr. A.G. Skelton
Division Engineer
Office

Attached is an itemized list of the costs incurred by the Highway Department in the Union Pacific Railroad revision between N.E. 47th Ave. and N.E. 53rd Ave. on the 42nd to 92nd Ave. Section of the T.H. Banfield Expressway.

The above does not reflect any costs incurred by the railroad, such as furnishing and laying track which are chargeable to the Highway Department.

This information was requested by Mr. Ralph Baysinger of the Union Pacific Railroad for the Interstate Commerce Commission Evaluation Report.

James Don
James Don
Resident Engineer

cc
encl.

COSTS FOR UNION PACIFIC RAILROAD REVISION
N.E. 42ND AVE TO N.E. 92ND AVE.
42ND AVE. TO 92ND AVE SECTION T.H. BANFIELD EXPRESSWAY

June 5, 1957

Right of Way Cost		$24,512.50
Location Engineering Cost		6,200.00
Construction Engineering Cost		4,000.00
Excavation	16,300 Cu. Yds @ $0.42/Cu. Yd.	6,846.00
Haul	All waste(included in excavation)	
Drainage		178.50
	TOTAL	$41,736.00

This total amount does not reflect the total yardage of 19,700 Cu. Yds. lost to the railroad due to the line change.

RECEIVED
FEB 18 1957
FOR FILING

FORM E30—12½M—[illegible]—88209
[illegible] (7)
4-5 3

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
January 30, 1957

55-452

SUBJECT: File No. 24444
Supplemental Agreement on the
Banfield Expressway
Willamette River-42nd Avenue Sec.

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Herewith I hand you, for your records, duplicate executed copy of Supplemental Agreement between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, and the Highway Commission, dated May 3, 1956, covering temporary easements for road and sewer on the above titled project.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper - with agreement & exhibit
Mr. Tom Edwards " " " "
Mr. A. G. Skelton " " " "
Mr. E. F. Saling " " " "

REFERRED TO
BY SECRETARY

RECEIVED
AUG 21 1956
FOR FILING

August 20, 1956

Mr. W. B. Vercoe
Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

I am returning herewith the three copies of a proposed agreement between the State, Gibbons and Reed Co. and the Union Pacific Railroad Company. The State has not approved these agreements.

In our contract dated January 3, 1956, with Gibbons and Reed Co., we provided that: "All excess materials shall become the property of the contractor at the point of excavation and shall be disposed of by him off the limits of the project and in a manner not unsatisfactory to the engineer." Where he disposes of the material and the route over which it is hauled is the contractor's responsibility. Our contract further provides that: "In investigating and considering for use any prospective disposal area, the contractor is advised that it shall be the sole responsibility of the contractor to determine to his own satisfaction the limitations, conditions and other factors pertaining to disposing of excess materials; and he shall make his own arrangements concerning the same."

The crossing of the railroad covered by the proposed agreement is the contractor's responsibility and any agreements deemed necessary in connection with them should be between the Railroad and the contractor and should not involve the State.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
GSP:fn

FORM E30—12½M—6-55—68209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
August 15, 1956

SUBJECT: Willamette River Bridge-
42d Avenue Section
Banfield Expressway

To: Mr. G. S. Paxson
Ass't. State Highway Engineer
Office

Herewith I return to you, without approval, triplicate copies of proposed agreement between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, State of Oregon, by and through its State Highway Commission, and Gibbons & Reed Co., relative to overcrossing and grade crossing of the tracks of the Railroads.

This matter has been discussed with Mr. May in the light of your statements to me that the crossings involved are no part of the original construction contract and are merely for the convenience of the Contractor in disposing of excess materials. It is not apparent as to why the Highway Commission should be a party to the agreement at all.

Another objection is that Section 4, on page 3, requires the State to assume full responsibility for performance by the Contractor of each and all of the Contractor's obligations under the agreement. This requirement is particularly objectionable and involves responsibilities which the Highway Commission is not authorized to assume.

Even though the agreement were otherwise acceptable, it would be considered objectionable for the reason that it does not include any clause relieving the Commissioners from personal responsibility, which clause, as a matter of practice, has been inserted in prior agreements between the Railroad Companies and the Commission.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Robert L. May, Jr.

RECEIVED
AUG 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Form 2552
2-55-100M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

RECEIVED
AUG 13 1956
OFFICE OF
STATE HIGHWAY ENGINEER

AUGUST 13, 1956

(File Ref. No. D 9016 - 32 - 14)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Willamette River Bridge - 42d Avenue
Section, Banfield Expressway

The State's contractor, Gibbons & Reed Co., on the captioned project, has requested permission to construct temporary overhead crossing across the railroad near N. E. 11th Avenue and a grade crossing over Yard Tracks of the Railroads near N. E. Second Avenue and Flanders Street for the purpose of disposing of waste excavation material. In order that there will be no question that the protective provisions of the agreement with the State, dated September 9, 1955 covering the captioned project, will apply, the State has been made a party to an agreement with Gibbons & Reed Co., granting permission for the construction of the temporary overcrossing and grade crossing.

Attached are three (3) signatory copies of the proposed agreement which is similar to one entered into with Guy F. Atkinson Company, dated June 2, 1952, in connection with the work on the Mitchell Point Section of the Columbia River Highway.

Please review the draft and if satisfactory arrange for execution upon the part of the Highway Commission, after which all three copies should be returned to me for handling with Gibbons & Reed Co. When the agreement has been completed one fully-executed copy will be returned to you for your records.

Yours very truly,

encs.

W. B. Vercoe, Division Engineer

[illegible]

FORM E-123 80M REVISED 2-

RECEIVED
JAN 31 1957
FOR FILING

BFI-323(7)

4053

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 11, 1956

R.R 452

Mr. E. F. Kidder, Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Re: Supplemental Agreement on the
Banfield Expressway
Willamette River-42nd Avenue Sec.

Dear Mr. Kidder:

Herewith I am returning to you copies of Supplemental Agreement covering a temporary roadway easement and sewer line on the T. H. Banfield Expressway, your File D 9016 - 32 - 14, which have been executed by the State Highway Commission.

It is anticipated that in accordance with your letter of May 25 one fully executed copy will be returned to this office when it has been executed by your principals. When this is returned, we would like to have ten additional copies of the exhibit attached to the agreement.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. H. B. Glaisyer ✓
Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. G. Skelton

Filed 1-31-57

REFERRED
BY SECRETARY

Page 91

Salem, Oregon
June 8, 1956

Supplemental Agreement on the
Banfield Expressway
Willamette River-42nd Avenue Sec.

NOTED
H. B. GLAISYER

11-15- filed 1-31-57
RQ

hereto for further handling are two copies agreement with the O.W.R. & N Railroad Co. tion on the Willamette River-42nd Avenue section of the Banfield Expressway in Portland. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company.

When fully executed please return one copy of the above agreement to this office for the Commission's files.

Secretary

rn
Attach: 2

query
watch for return

Salem, Oregon
June 8, 1956

Supplemental Agreement on the
Banfield Expressway
Willamette River-42nd Avenue Sec.

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached hereto for further handling are two copies of a supplemental agreement with the O.W.R. & N Railroad Co. covering construction on the Willamette River-42nd Avenue Section of the Banfield Expressway in Portland. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company.

When fully executed please return one copy of the above agreement to this office for the Commission's files.

Secretary

rn
Attach: 2

query
watch for return

6/4

FORM 230—12½M—6-55—98209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
May 31, 1956

SUBJECT: Supplemental Agreement on the Banfield Expressway Willamette River-42nd Avenue Sec.

To: Mr. H. B. Glaisyer
Secretary
State Highway Commission
Office

L

Herewith I hand you for execution by the State Highway Commission original and counterpart copy of Supplemental Agreement on the Willamette River-42nd Avenue Section of the Banfield Expressway in Portland, Oregon.

This instrument is supplemental to the major agreement dated September 9, 1955 and imposes no additional obligations upon the Highway Commission. It merely grants an easement for a temporary roadway and for a temporary 24 inch metal pipe sewer.

The instrument was examined by Mr. Paxson and thereafter forwarded to Mr. Cooper, who sent the instruments to this office.

After execution by the Highway Commission please return both copies to me for further handling. In view of the fact that the easements granted are temporary, I do not think that it will be necessary that the instrument be acknowledged so as to be placed on record.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. C. W. Enfield

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-9-55 Railroad Agr. 452
HBGlaisyer
Secretary

A

RECEIVED
MAY 31 1956
FOR FILING

Salem, Oregon
May 29, 1956

Willamette River-42nd Avenue,
Banfield Expressway in Portland

Mr. Forrest Cooper

Herewith agreement, in duplicate, with the Union Pacific Railroad Company covering detour roadway around the Superbilt Manufacturing Company's plant in Portland.

Will you check these, and, if they are acceptable, get them to Mr. DeSouza so that they may be considered at the Commission meeting on Monday and Tuesday.

G. S. Paxson

GSP:gm
Attach.

cc Mr. J. W. DeSouza

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DEC 21 1955
FOR FILING

R

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
December 16, 1955

SUBJECT: File No. 2444
Railroad Agreement
Willamette River-42nd Avenue
Unit-T. H. Banfield Expressway
Multnomah County

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson (1)
Mr. Forrest Cooper (2)
Mr. E. A. Collier (2)
Mr. A. G. Skelton (2)

Herewith I hand you multilithed copy of easement and construction agreement of Oregon-Washington Railroad & Navigation Company and its Lessee Union Pacific Railroad Company, covering the Willamette River-42nd Avenue Unit of the T. H. Banfield Expressway in Multnomah County.

We do not have prints of the map attached as an exhibit, so I am unable to transmit them with copy of the agreement.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

RECEIVED
DEC [illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
December 6, 1955

RAILROAD COMPANIES
FILE No. 452

SUBJECT: File No. 24444
Railroad Agreement
Willamette River-42nd Avenue
Unit-T. H. Banfield Expressway
Multnomah County

To: Mr. H. B. Glaisyer
Secretary
Office

Herewith I hand you for your records duplicate executed copy of agreement with Oregon-Washington Railroad & Navigation Company and its lessee Union Pacific Railroad Company, covering the Willamette River-42nd Avenue Unit of the T. H. Banfield Expressway in Multnomah County.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

REFERRED TO Survey
BY SECRETARY

to file

RECEIVED
NOV 23 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 9, 1955

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

Enclosed are the original and duplicate of the agreement covering the construction of the Banfield Expressway from 42nd Avenue to the Willamette River. This agreement has been signed by two of the State Highway Commissioners, and with these two signatures the agreement is binding upon the State. Mr. Chandler, Chairman of the Commission, is in Europe and will not return for several months.

At the Commission meeting on September 22 and 23, we expect to let the first contract on this section, which would cover the overcrossing at 33rd Avenue.

We ask that you have your principals complete the agreement as soon as possible and return one copy to us, so that we will not be delayed in carrying forward the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encls.

cc Mr. H. B. Glaisyer

REFERRED TO Planning —
BY SECRETARY

watch for return of agreement —

10-27 Mr. Kidder [illegible]

11-15 Received & filed in Agreement File

RECEIVED
MAR 26 1956
FOR FILING

[illegible]
4053

March 23, 1956

Mautz, Souther, Spaulding, Denecke & Kinsey
Attorneys at Law
Board of Trade Building
Portland 4, Oregon

Attention: Mr. Arno H. Denecke

Gentlemen:

Contract No. 4053, awarded to Gibbons & Reed Company, was completed February 16 and accepted by the State Highway Commission on June 30, 1955.

This is in reply to your inquiry of March 21 concerning this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

MAUTZ, SOUTHER, SPAULDING, DENECKE & KINSEY
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

ROBERT T. MAUTZ
CALVIN N. SOUTHER
BRUCE SPAULDING
ARNO H. DENECKE
WILLIAM H. KINSEY
WAYNE A WILLIAMSON
JOHN L. SCHWABE
RAYMOND P. UNDERWOOD
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HANLON
JOHN R. SABIN
DOUGLAS M. THOMPSON

R. W. WILBUR
1892-1952
H. B. BECKETT
1912-1950

March 21, 1956

Oregon State Highway Department
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

We represent Continental Casualty Company and our interests concern contract No. 4053 awarded to Gibbons & Reed Company for work on a section of the Banfield Expressway. Would you kindly write us and let us know the date of final acceptance on this contract.

Yours very truly,

Arno H. Denecke

AHD:AB

REFERRED TO
[illegible]
BY SECRETARY

RECEIVED
MAR 23 1956
OREGON
STATE HIGHWAY COMMISSION

ROY TUCHBREITER
PRESIDENT

JOHN A. HENRY
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

CASUALTY FIRE AND SURETY CLAIM DEPARTMENT

FIDELITY SURETY AND BURGLARY CLAIMS
W. C. CROW, SUPERINTENDENT
N. A. DRAKE, ASSISTANT SUPERINTENDENT

file

RECEIVED
FEB 27 1956
FOR FILING

[illegible] (7)
40[illegible]

AIR MAIL

February 23, 1956

Oregon State Highway Dept.
Salem, Oregon

Attn: Mr. H. B. Glaisyer,
Secretary

NOTED
FLOYD QUERY

Gentlemen:

Bond #2071446
Gibbons & Reed Co. -to-
State of Oregon
Your letter: February 15, 1956

We have noted the fact that affidavit of claim has been filed with you on behalf of R. A. Heintz Construction Co. in the sum of $463.47 for damages to a drag line rented to United Builders, Inc., subcontractors of Gibbons and Reed Co. Thank you for your courtesy in sending this notice to us.

Yours very truly,

W. C. Crow

WCC/mg

RECEIVED
FEB 27 1956
OREGON
STATE HIGHWAY COMMISSION

8

RECEIVED
FEB 17 1956
FOR FILING

C O P Y

February 16, 1956

Ramacciotti & Ratcliffe, Attorneys
Suite 506 - Failing Building
Portland 4, Oregon

Attention: Robert J. Johnston

Gentlemen:

In your letter of Januar 26 you requested a certified copy of contract and bond No. 3851 with United Builders Inc. in connection with the construction of the Banfield Expressway, between 42nd Avenue and 92nd Avenue in Portland. The affidavit of claim with your letter indicated that United Builders owes R. A. Heintz Construction Company the sum of $463.47.

We now have a letter from Russell W. Sewall, Attorney for United Builders Inc. stating that the contract to which the Heintz claim pertains is contract No. 4053 awarded to Gibbons & Reed Co. We are therefore forwarding a certified copy of Contract and bond No. 4053.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:cu
enc:

cc: Fidelity & Deposit Co. of Maryland
Balitmore 3, Maryland

cc: United Builders, Inc.
P. O. Box 211
Beaverton, Oregon

cc: Mr. Robert B. Cummings
902 Failing Building
Portland 4, Oregon

February 16, 1956

C
O
P
Y

Russell W. Sewall
Attorney at Law
1125-1129 Yeon Building
Portland4, Oregon

Dear Sir:

We have your letter of February 13th advising us that the claim of R. A. Heintz Construction Company against United Builders, Inc., is not in connection with contract No. 3851, but should be considered against contract No. 4053 awarded to Gibbons & Reed Company for work on the 42nd Avenue and 92nd Avenue section of the Banfield Expressway and on which contract United Builders, Inc., acted as a subcontractor.

The claim refererred to was presented to us in the amount of $463.47 for damage to a drag line rented to United Builders by R. A. Heintz Construction Company. We will notify the Continental Casualty Company who furnished the bond to Gibbons & Reed Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:cu

cc: Fidelity & Deposit Co. of Maryland
Baltimore 3, Maryland

cc: United Builders, Inc.
P. O. Box 211
Beaverton, Oregon

cc: Mr. Robert B. Cummings
902 Failing Building
Portland4, Oregon

C
O
P
Y

February 15, 1956

Continental Casualty Co.
310 S. Michigan Avenue
Chicago 4, Illinois

Gentlemen:

An affidavit of claim has been received from Ramacciotti and Ratcliffe representing R. A. Heintz Construction Company against United Builders, Inc. The affidavit makes a claim in the sum of $463.47 for damages to a drag line rented to United Builders, Inc., while operating as subcontractors to Gibbons and Reed Company on contract No. 4053 for grading the 42nd Avenue and 92nd Avenue section of the Banfield Expressway in Multnomah County. We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:cu

cc: B. Turnbull
7642 S. E. Flavel St.
Portland 6, Oregon

cc: Gibbons & Reed Co.
825 West 9th North
Salt Lake City, Utah

Portland 4, Oregon

February 13th, 1956

C
O
P
Y

State Highway Department
Salem, Oregon

Attention: Mr. H. G. Glaisyer,
Secretary.

RE Claim of R. A. Heintz
Construction Co.
vs
United Builders, Inc.

Gentlemen:

Referring to your letter of February 2nd last re the above claim and addressed to Fidelity & Deposit Co. of Md., please be advised that in said letter you refer to the wrong contract.

The drag line (line) mentioned in the affidavit of claimant was not used on the Contract #3851 for the construction of the 92nd Ave, crossing of the Banfield Expressway, but rather, was used at a later date by United Builders, Inc. on a section of the Expressway westerly of 92nd Ave

We do not have the number of the contract upon which said drag line was used, but it was a contract let to Gibbons & Reed and they were bonded by Continental Casualty Co. through Dolly & Co., agents, and my client, United Builders, Inc., was a sub thereunder. I believe the Contract was No. 4053 and for the 42nd-92nd Ave. project of the Banfield Expressway.

In any event, Fidelity & Deposit of Md. was definitely not on the job upon which the claim is based.

United Builders, Inc.,

By, ______________________________
Attorney

RWS

Copy to Fidelity & Deposit
Failing Bldg. Portland, Ore.

Fidelity and Deposit Company
HOME OFFICE OF MARYLAND BALTIMORE 3

FIDELITY AND SURETY BONDS
BURGLARY AND GLASS INSURANCE

CLARENCE D. PORTER
CLAIMS ADJUSTER

PORTLAND CLAIM OFFICE
1027 FAILING BUILDING
PORTLAND 4, ORE.

TELEPHONE
ATWATER 6441

February 14, 1956

Mr. H. B. Glaisyer, Secy.
Oregon State Highway Commission
Salem, Oregon

Dear Herb:

Re - Bond 5328449 - United Builders, Inc.
Your Letter February 2nd, 1956 - State
Contract 3851

I investigated the claim asserted by the Heintz Construction Company and found it did not apply to the contract above referred to, but on the contrary the rented equipment was used in connection with a sub-contract which the United Builders, Inc. had with Gibbons & Reed on another project pertaining to the construction of the Banfield Expressway.

Russell W. Sewall, attorney, has written you confirming this statement. We are, therefore, adjusting our file accordingly.

With kind personal regards.

Sincerely,

Clarence D. Porter

CDP:DP

ANSWERED
H. B. GLAISYER

Lewis

RECEIVED
FEB 17 1956
FOR FILING

[illegible]
4053

February 15, 1956

Mr. Clarence D. Porter
Claims Adjuster
Fidelity and Deposit Company of Maryland
1027 Failing Building
Portland 4, Oregon

Dear Mr. Porter:

I have just received your letter of February 14 concerning a claim of Heintz Construction Company against United Builders, Inc. I note that the claim is against the Gibbons and Reed contract, (Contract No. 4053), rather than Contract No. 3851, which was awarded to United Builders, Inc., for construction of the 92nd Avenue Overcrossing. I have already received a letter from the United Builders, Inc. to that effect, and I am now taking proper measures to correct our records. Needless to say, I am very sorry that the mistake occurred.

Thanks a lot for your letter.

Best personal regards.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

RECEIVED
JAN 20
FOR FILING

NOTED
State Highway Engineer

January 16, 1956

Mr. Baldock

42nd Avenue-92nd Avenue
Contract No. 4053

Final Cost Analysis
Grading
Gibbons & Reed, Contractors
James Don, Resident Engineer

T. H. Banfield Expressway
Prefix: 26-1035-201(41)

Item	Quantity	Unit	Unit Cost	Total Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	All	100%	$	$ 9,140.50	$	$21,500.00
Removal of Walks & Driveways	Sq.Yd.	7,882.2	0.07	561.93	0.35	2,758.77
Removal of Pavement	Sq.Yd.	11,237.1	0.013	146.46	0.35	3,932.99
Removal of Curbs	L.F.	6,898.1	0.03	222.85	0.15	1,034.72
Removal of Catch Inlets	Each	25	2.84	71.57	5.00	125.00
Removal of Manhole	Each	5	32.25	161.22	100.00	500.00
*Removal of Monolithic Concrete Sewer	L.F.	767.4	3.00	2,302.20	3.15	2,417.31
*Struct. Exc.	C.Y.	20,903.9	2.50	52,455.07	3.00	62,951.70
Gen. Exc.	C.Y.	413,634.7	0.376	155,608.56	0.42	173,726.57
Short Overhaul	Yd.Sta.	920,261.4	0.009	8,045.38	.01	9,202.61
Logn Overhaul	C-Yd.Sta.	39,054.7	0.35	13,657.43	.40	15,621.88
Finishing R/B and Slopes	Mile	2.93	2,728.34	7,994.03	2,000.00	5,860.00
Round Cutbanks	L.F.	7,436	0.139	1,042.29	.20	1,487.20
*8" Sewer Pipe	L.F.	6,086.5	1.29	7,878.98	1.60	9,738.40
*10" Sewer Pipe	L.F.	2,199.5	1.72	3,789.06	2.10	4,618.95
*12" Sewer Pipe	L.F.	635.3	2.08	1,324.38	2.30	1,461.19
*15" Sewer Pipe	L.F.	1,693.1	2.34	3,959.94	2.90	4,090.99
*18" Sewer Pipe	L.F.	4,716.8	2.79	13,150.53	3.50	16,508.80
*24" Sewer Pipe	L.F.	1,139.5	4.99	5,687.23	6.30	7,178.85
*60" Reinforced Conc. Sewer Pipe	L.F.	150	15.38	2,307.60	22.50	3,375.00
*Extra for install. pipe under pave.	L.F.	496.2	4.75	2,312.95	5.00	2,481.00
*Class A Conc. in Sewer	C.Y.	460.38	63.90	29,420.56	70.00	32,226.60
*Metal Reinforcement in Sewer	Lb.	8,034.1	0.119	964.09	.125	1,004.26
*Conc. Manholes 3' to 5' Deep	Each	4	145.00	660.00	175.00	700.00

Final Cost Analysis
Contract No. 4053

Item	Quantity	Unit	Unit Cost	Total Cost	Unit Bid	Gross Revenue
*Conc. Manholes 5' to 10' Deep	Each	31	$210.00	$ 6,510.00	$220.00	$ 6,820.00
*Conc. Manholes 10' to 20' Deep	Each	8	280.00	2,240.00	295.00	2,360.00
*Drop & Special Manholes	Each	9	500.00	4,500.00	565.00	5,085.00
*Reconst. Manholes	Each	4	137.50	550.00	115.00	460.00
*Conc. Catch Basins	Each	105	60.00	6,300.00	75.00	7,875.00
*Adj. Manholes	Each	4	65.00	260.00	70.00	280.00
*Adj. Catch Inlets	Each	2	45.00	90.00	50.00	100.00
*Concrete Curbs	C.Y.	161.71	41.74	6,749.62	44.00	7,115.24
*Concrete Driveways	Sq.Yd.	65.38	4.50	294.21	4.70	307.29
*Concrete Walks	Sq.Yd.	557.38	3.50	2,006.57	3.80	2,118.04
*Metal Guard Rails	L.F.	851	2.10	1,792.05	3.20	2,723.20
*Corr. Metal Sight Posts	Each	3	1.20	3.60	6.00	18.00
*3/4-0 Mat'l. in Level & Shoulders	C.Y.	1,194	3.47	4,147.50	3.70	4,417.80
Sprinkling	M-Gal.	103.8	2.00	207.60	2.30	238.74
*Class "B" Asph. Conc.	Ton	1,944.25	5.97	11,604.00	6.30	12,248.78
*Furnish Untreated Piling	L.F.	11,648.1	0.46	5,358.13	.50	5,824.05
*Drive Piles	Each	334	40.00	13,360.00	47.00	15,698.00
*Trestle Super Structure	L.F.	1,271.86	45.27	57,582.45	56.00	71,658.16
*Untreated Lumber in Place	M.F.B.M.	70,042	160.00	11,206.71	200.00	14,008.40
*Const. Steel Span at 47th Ave.	All	100%		8,295.00		7,650.00
*Const. Steel Span at Halsey St.	All	100%		3,358.00		2,500.00
*Class "A" Conc.	C.Y.	847.61	44.00	37,268.00	48.00	40,685.28
*Metal Reinforcement	Lb.	137,621	0.097	13,284.21	.115	15,826.42
*Remove old bridge at 47th Ave.	All	100%		8,346.60		9,000.00
Remove Portion of 82nd Ave. Struct.	All	100%		400.38		1,200.00
Remove Retaining Walls	All	100%		4,101.56		8,300.00

42nd Avenue-92nd Avenue
Contract No. 4053

Item	Quantity	Unit	Unit Cost	Total Cost	Unit Bid	Gross Revenue
PA 1 Removal of house & building	100%	All	$	$	$	$ 100.00
PA 2 Reconst. fence Providence Hosp.	100%	All		455.51		362.50
*PA 3 Class "B" Asph. Concrete	338.3	Ton	5.97	2,019.65	9.50	3,213.85
*PA 3 3"-0 base rock	422	C.Y.	1.90	801.80	3.70	1,561.40
*PA 3 3/4"-0 Leveling Course	140	C.Y.	3.47	205.80	3.70	518.00
*PA 3 6"x16" Unfinished Timber	3.66	M.F.M.	195.07	713.95	250.00	915.00
PA 4 Const. Steel Span at 82nd Ave.	100%	All		2,835.00		2,987.00
PA 5 Revision of detour bridges	100%	All		280.00		440.00
PA 5 Reconst. Fence	100%	All		793.92		920.00
PA 6 Remove & Dispose of Shed	100%	All				75.00
PA 7 Remove Conc. Traffic Islands	100%	All		117.80		345.00
*PA 8 Const. 24" Conc. Sewer	128	L.F.	7.85	1,004.69	9.52	1,218.56
*PA 8 Spec. Manhole (Mod.)	100%	All		600.00		660.00
*PA 9 Type "A" Manhole 26' deep	1	Each	375.22	375.22	500.00	500.00
PA 10 16 Ga. Copper Water Stop	93.9	L.F.	.80	75.12	.80	75.12
PA 10 20 Ga. Copper Water Stop 4"	131.61	L.F.	.55	127.39	.55	127.39
PA 11 Purchase Excess bolts, washers & spikes	100%	All		692.98		993.79
PA 12 Purchase excess barricades	100%	All		584.91		700.00
*PA 13 Spec. Constr. Catch Basin	100%	All		90.00		110.00
*PA 14 Remove 40' Reinf. Conc. Rail	100%	All		100.00		200.00

Item	Quantity	Unit	Unit Cost	Total Cost	Unit Bid	Gross Revenue
*PA 15 Anchor Supports for Water Mains	100%	All	$	$ 55.00	$	$ 60.00
PA 16 Cement Adj. favor of State	10.94	Bbl.			4.00	- 43.76
PA 17 Extra Cost for delay in moving team track	100%	All		3,149.17		3,602.14
PA 18 Adj. for extra cost in grading U.P.R.R. team track	100%	All		1,572.05		1,797.20
PA 19 Truck haul on excess waste	72,289.5	Yd.Mi.	0.184	13,271.12	0.21	15,180.00
PA 20 Adjustment of haul items	100%	All		13,550.88		15,500.00
Force Account				5,182.46		6,969.47
				581,965.42		688,927.65

*Sub-Contractors:

Roland & Williams Items 36 & 37 Guard Rail & Sight Posts	$ 1,795.65
Warren Northwest Items 38, 42 and PA 3 Surfacing & Paving	19,492.70
Frank Kanehl Items 7, 8, 14 to 29 incl., PA 8, 9, 13, 14 and 15	125,032.56
United Const. Co. Items 43 to 48 Incl. Bridge Structures	102,986.27
Goodat, Item 51 Removing Bridge 47th Avenue	7,350.00
Perkins Bros. Items 30 to 35 Incl., 49 and 50 Concrete Curbs, Driveways and Walks	66,449.32
	$ 323,106.65

Gross Revenue	$ 688,927.65
Total Cost	581,965.42
Net Profit	$ 106,962.23

Net Profit equals 15.5% of Gross Revenue

Final Cost Analysis
Contract No. 4053

DETAIL OF COSTS

Labor	$ 69,285.58	
Labor Ins.	4,503.56	
Health & Welfare	1,571.09	
		$ 75,360.23
Equipment Rental (Owned)	102,241.27	
" " (Rented)	1,551.00	
Gas, Oil & Grease	16,493.24	
Misc. Supplies & Small Tools	6,509.00	
PL & PD	6,498.62	
RR Bond	526.69	
Preformance Bond	633.89	
Freight, Cartage & Move in	1,798.60	
Home Office	5,265.24	
Field Office Overhead	21,858.08	
Liability Claims	283.50	
Road & Street Protection	1,990.34	
		165,649.47
Materials:		
8" Sewer Pipe	2,401.13	
10" " "	1,259.64	
12" " "	593.78	
15" " "	1,843.56	
18" " "	6,547.01	
60" Reinforced Sewer Pipe	1,557.60	
24" " " "	3,123.35	
Barricades	584.91	
Cement Adj.	- 43.76	
		17,867.22
Sub-Contractors:		
Frank Kanehl	125,032.56	
United Builders	102,968.27	
Goodat Crane Serv.	7,350.00	
Perkins Bros.	66,449.32	
Warren	19,492.70	
Roland & Williams	1,795.65	
		323,088.50
Total Cost		581,965.42
Gross Income		688,927.65
Net Profit		106,962.23

Final Cost Analysi
Contract No. 4053

Remarks:

This was a "Regular Federal Aid Program" calling for the construction of 2.93 miles of main highway roadbed; connecting legs, service roads, by-pass roads and detours, 0.55 miles of relocated railroad roadbed, fire detour bridges and incidental work on the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway.

The contract was awarded November 12, 1953, work started immediately, and the project was completed February 18, 1955.

All items of clearing and grubbing were handled by the contractor. Buildings were removed for their salvage value by outside parties at no cost. Concrete was also salvaged as soon as it was broken up by outside parties, saving the contractor the cost of loading and disposing of the materials.

General excavation was handled in an efficient manner with proper equipment and showed a reasonable profit.

All pipe items, concrete items, bridge items, crushing, guard rail and misc. paving was done by subcontractors.

Good supervision, efficient operation and excellent equipment contributed to a very good profit.

Harry R. Sturgis

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NOV 23 1955
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yls

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 17, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4053	164 Post Final	Gibbons and Reed Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23182	B-136558	$ 434.00	11/17/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1954

Time Extensions: to Feb. 28, 1955

Completion Date: Feb. 16, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: [illegible] A claim filed by E.A.Heintz Con.Co. against United Builders,Inc., subcontractor, in sum of $463.47, disclaimed by them. No surety held.

Remarks:

Date: 11-18-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

ED ON CARD
gl

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OREGON STATE HIGHWAY DEPARTMENT
(date)
November 2, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4053	16-Final	Gibbons & Reed Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21814	R-135171	$ 60,995.09	11/2/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1954

Time Extensions: to Feb. 28, 1955 without penalty

Completion Date: Feb. 16, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-3-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 3 1955

Ruth Rawlings

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BFI-323(7)

4053

Salem, Oregon
October 25, 1955

Mr. S. H. Probert
Attention: Mr. J. W. Nash

Herewith the Union Pacific Company's estimate on reimbursable costs in connection with the Willamette River-42nd Avenue Section of the Banfield freeway. I spoke to Mr. Polk about this, and I believe there is still time to get it into the project statement.

G. S. Paxson

GSP:gm
Attach.
cc Mr. W. C. Williams
Mr. Forrest Cooper

NOTED
G. S. PAXSON

Form 2552
2-55-100M

UNION PACIFIC RAILROAD COMPANY

OFFICE OF DIVISION ENGINEER
2525 North Larrabee Avenue
Portland 12, Oregon

OCTOBER 19, 1955

(File Ref. D 9016 - 32 - 14)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Ass't. State Highway Engineer.

Dear Sir:

Re: Willamette River - 42nd Avenue Section,
Banfield Expressway, Portland

Pursuant to telephone conversation of October 14th, the following is an estimate of the work to be performed by the Railroad on the project at the expense of the State:

Engineering, Inspection, Watchman and Flagman Service		$14,810
Shift Northwestern Ice Co. Spur		1,380
Rearrange Signal and Communication Lines		37,225
33d Ave. Overcrossing -		
Temporary and Permanent Rearrangement of Signal and Communication Lines	$3,910	
Engineering, Inspection, Watchman and Flagman Service	6,280	10,190
37th Ave. Overcrossing -		
Temporary and Permanent Rearrangement of Signal and Communication Lines	4,330	
Engineering, Inspection, Watchman and Flagman Service	6,280	10,610

39th Ave. Overcrossing - Temporary and Permanent Rearrangement of Signal and Communication Lines	$3,530	$
Engineering, Inspection, Watchman and Flagman Service	7,180	10,710
2nd Ave. & Flanders Overcrossing - Temporary and Permanent Rearrangement of Signal and Communication Lines	4,500	
Engineering, Inspection, Watchman and Flagman Service	7,200	11,700
Total Estimated Cost		$96,625
Less Estimated Credit for Salvage		1,050
Net Estimated Cost		$95,575

The above does not include possible guard rails at 2nd and Flanders structure, whether or not the guard rails will be desired will depend upon the layout which has not yet been made available.

Yours very truly,

E. F. Kidder

E. F. Kidder,
Division Engineer

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OCT 24 1955
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 25 1955
FOR FILING

EFI-32-(1)
4053

October 24, 1955

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4053 for work performed on the 42nd Ave.-92nd Ave. Section of the T.H. Banfield Expressway in Multnomah County was completed by the contractor, Gibbons & Reed Co., on February 16 and was formally accepted by the Highway Commission on June 30, 1955.

Final payment in the amount of $60,996.09 will be released to the contractor on or after November 3, 1955. The total contract amount is $688,493.65, of which amount $6,969.47 represents force account items.

There is a claim filed against this contract by R. A. Heintz Construction Co. in the sum of $463.47, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Continental Casualty Co.
B. Turnbull, Agent
7642 S. E. Flavel St.
Portland 6, Oregon

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OCT 19 1955

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 17, 1955

Hon. Robert Y. Thornton
Attorney General of the State of Oregon
Supreme Court Building
Salem, Oregon

NOTED
State Highway Engineer

Dear Mr. Thornton:

You may recall that during the latter part of July, 1954, the case of Verlin E. McCarthy vs. Gibbons and Reed, Inc., et al., was instituted in the Circuit Court in Multnomah County. The action was brought upon the grounds that the defendants, who were contractors and subcontractors constructing a public improvement for the Oregon State Highway Commission, had trespassed upon real property owned by the plaintiff in connection with the construction of the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway. Under their contract with the Oregon State Highway Commission, the defendants were required to go upon a portion of the property owned by the plaintiff in order to construct the public improvement, and that portion of the property had not been acquired by the State at the time the contractors entered thereon, although the same was later acquired by eminent domain proceedings.

Mr. John D. Mosser, of the firm of Wood, Matthiessen, Wood & Tatum, attorneys for Warren Northwest, Inc., subcontractor of Gibbons and Reed, Inc. who was a defendant in the case, advised this office that inasmuch as the trespass, if any, was made in compliance with the directions and specifications of the Oregon State Highway Commission, Warren Northwest, Inc., would look to the State for indemnity against any damages which might be assessed against it. Defense of the action in so far as Warren Northwest, Inc., was concerned was tendered to this office. Considering all of the circumstances, it was my opinion that this office should undertake the defense of Warren Northwest, Inc., and the attorneys for the corporation were requested to forward the files concerning the matter to this office. A report of the matter was made to the Highway Commission at its meeting of September 23 and 24, 1954, and the Commission approved the action taken and also approved further handling of the case by this office.

Shortly after the problem arose, the matter was discussed with you and you advised that you had some doubt as to the legal authority for this office to undertake the defense in behalf of the corporation when the State was not named as a defendant. You will recall that on October 8, 1954, you ruled that under the statutory duties and limitations set forth in the Department of Justice Act, the office of the Attorney General had no legal authority to appear and represent Warren Northwest, Inc. in the case. As a result of your ruling, I advised Wood, Matthiessen, Wood & Tatum, attorneys for Warren Northwest, Inc., that we would not be able to undertake the defense of the corporation and I returned to those attorneys the file concerning the matter.

After you had given further consideration to the matter, in light of additional study and research, however, you advised me by letter dated November 17, 1954, that I could undertake the defense of Warren Northwest, Inc. in the action. Wood, Matthiessen, Wood & Tatum were advised of your decision; however, it was suggested to them that continued representation of Warren Northwest, Inc. by Wood, Matthiessen, Wood & Tatum might be preferable in view of the fact that they had already commenced the defense and particularly in view of the fact that the alleged trespass extended outside of the property required by the State for right of way for the proposed public improvement. Wood, Matthiessen, Wood & Tatum concurred in this and continued with the defense of the corporation.

As noted above, the portion of the property involved required for the public improvement was acquired by the State by eminent domain proceedings. The jury determined the value of the property to be the sum of $1795.00 and the amount of the verdict was paid to the property owners. It has been my contention that the trial of the condemnation case and the amount of the just compensation assessed by the jury foreclosed any claim which the property owners might have by reason of the alleged trespass and that the plaintiffs in the trespass action had no legal right to collect additional damages from either the State or its contractors. After the trial of the condemnation action, however, the case of Verlin E. McCarthy, et al., vs. Gibbons and Reed, Inc., et al., was settled by Gibbons and Reed, Inc. for the sum of $500.00. Neither the State Highway Commission nor Warren Northwest, Inc. paid any part of this amount.

We have now received from Wood, Matthiessen, Wood & Tatum a billing in the amount of $509.91 for legal services performed in resisting the claims of the plaintiffs against Warren Northwest, Inc. The amount of the billing is reasonable, considering the time and labor devoted to the case, and I believe that Warren Northwest, Inc. is legally entitled to look to the Oregon State Highway Commission for indemnity against its expenditures in defending the claim against it, whether the claim was valid or not. Receipt of the billing was reported to the State Highway Commission at its meeting of September 22 and 23, 1955, and the Commission approved payment of the bill, provided your approval for payment of the same was also obtained. Your approval of the payment of the billing submitted by Wood, Matthiessen, Wood & Tatum is therefore respectfully requested.

Very truly yours,

C. W. ENFIELD
Chief Counsel

RLM/mlk
Enc. cc billing
✓ cc: Mr. R. H. Baldock
Mr. C. H. Maison

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OCT 10 1955
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BFI-3951

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1955

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Mr. Glaisyer:

Please place the following item on the agenda for the September 22nd and 23rd meeting of the Highway Commission:

> Consider approving payment of billing in the amount of $509.91 submitted by Wood, Matthiessen, Wood & Tatum for legal services in connection with McCarthy, et al. vs. Gibbons and Reed, Inc., et al.

NOTED
H. B. GLAISYER

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Robert L. May
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
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PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 15, 1955

AGENDA
[illegible] 1955

Mr. Glaisyer

Mr. Ben R. Chandler, Chairman
State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Chas. H. Reynolds, Member
State Highway Commission
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, Member
State Highway Commission
255 S. W. Broadway
Portland 5, Oregon

Re: Verlin E. McCarthy, et al.
vs. Gibbons and Reed, Inc.,
et al.
Case No. 219-939
Our File: L-2301

Gentlemen:

There will be on the agenda for consideration at your meeting of September 22 and 23, 1955, the matter of a billing in the amount of $509.91 submitted by Wood, Matthiessen, Wood & Tatum for legal services in connection with the above case.

You will recall that the case was instituted by the owners of certain real property against Gibbons and Reed, Inc., a State Highway Department contractor, and Warren Northwest, Inc., a subcontractor, upon the claim that the defendants had trespassed upon plaintiffs' real property by constructing a detour route thereon in connection with the construction of a grade separation structure between N. E. 82nd Avenue and the T. H. Banfield Expressway. We immediately filed a condemnation action to acquire a temporary easement across the property involved, and made a complete report of the matter to you on September 17, 1954.

It appeared that, in going upon the property, Warren Northwest, Inc., was acting in entire good faith and in reliance upon the directions of the Highway Commission and the assurances that the right of way for the project had been cleared. Warren Northwest, Inc., through its attorneys, Wood, Matthiessen, Wood & Tatum, advised this office that the company would look to the State for indemnity against any damages which might be assessed against it and further tendered to this office the defense of the action in so far as that company was concerned. At your meeting of September 23 and 24, 1954, you authorized this office to undertake the defense of Warren Northwest, Inc.

The files of Warren Northwest, Inc., concerning the matter were forwarded to this office for our use in proceeding with the handling of the case.

The Attorney General, however, advised that in his opinion we had no legal authority to undertake the defense of Warren Northwest, Inc., in the action inasmuch as the State of Oregon was not named a defendant. Accordingly, the files were returned to Warren Northwest, Inc., and their attorneys advised that we would be unable to undertake the defense. At a later date, however, and after further research and consideration of the matter, the Attorney General advised that this office could undertake the defense of Warren Northwest, Inc. Considering all of the circumstances, it was felt best at that time for Wood, Matthiessen, Wood & Tatum to proceed with the defense of the action since they had already made an appearance and to discuss any possible obligation of the State at a later date. Warren Northwest, Inc., was advised of this position and concurred in the arrangements.

Immediately upon being advised of the institution of the trespass action, condemnation proceedings were instituted for the acquisition of a temporary easement across the property involved. This case has since that time been brought to issue and tried. The jury determined the value of the temporary easement to be the sum of $1,795.00 and the amount of the verdict has been paid to the property owners. It is our contention that the trial of the condemnation case and the amount of the just compensation assessed by the jury foreclosed any claim which the property owners might have by reason of the alleged trespass, and that the plaintiffs in the trespass action have no legal right to collect additional damages from either the State or its contractors. I have been advised that the case has now been settled by Gibbons and Reed, Inc., however, for the sum of $500.00. Neither the State Highway Commission nor Warren Northwest, Inc., paid any part of this amount.

We have now received from Wood, Matthiessen, Wood & Tatum a billing in the amount of $509.91 for legal services performed in resisting the claims of the plaintiffs against Warren Northwest, Inc.. The amount of the billing is reasonable considering the time and labor devoted to the case, and I believe that Warren Northwest, Inc., is legally entitled to look to the Oregon State Highway Commission for indemnity against its expenditures in defending the claim against it, whether the claim was valid or not. Under all of the circumstances, it is respectfully requested that you authorize payment of the billing submitted. Before the billing can be paid it will be necessary to obtain the approval of the Attorney General. Since Mr. Thornton has been out of the State, however, we have been unable to discuss the matter with him, but will request his approval in the event you approve payment of the billing.

Very truly yours,

C. W. ENFIELD
Chief Counsel

RLM/mlk/aj
cc - Mr. R. H. Baldock
✓Mr. H. B. Glaisyer
Mr. C. H. Maison
Mr. Robert Y. Thornton

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SEP 14 1955
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AFI-323(7)

4053

September 9, 1955

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

Enclosed are the original and duplicate of the agreement covering the construction of the Banfield Expressway from 42nd Avenue to the Willamette River. This agreement has been signed by two of the State Highway Commissioners, and with these two signatures the agreement is binding upon the State. Mr. Chandler, Chairman of the Commission, is in Europe and will not return for several months.

At the Commission meeting on September 22 and 23, we expect to let the first contract on this section, which would cover the overcrossing at 33rd Avenue.

We ask that you have your principals complete the agreement as soon as possible and return one copy to us, so that we will not be delayed in carrying forward the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encls.

cc Mr. H. B. Glaisyer

GSP:gm

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
September 2, 1955

SUBJECT: Railroad Agreement
Willamette River-42nd Avenue
Unit of Banfield Expressway

To: Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

Dear Mr. Paxson:

Herewith there is returned to you for execution by the Highway Commission, with conditional approval as to form, original and first copy of proposed construction and easement agreement with Oregon-Washington Railroad & Navigation Company and its Lessee, Union Pacific Railroad Company, covering the Willamette River to 42nd Avenue Unit of the Banfield Expressway in Multnomah County. In returning this to you, it is assumed that you have examined and approved the construction, maintenance, cost and land matters covered by the agreement.

The approval given is conditioned upon clarification by correspondence on the following points:

Section 1 (D) prohibits the use of the property for certain named purposes but would permit authorization of such uses by the railroads. It should be understood that any authorization for such uses given by the railroad company shall not be permitted to interfere with the use of the property by the grantee, its successors or assigns.

Section 1 (H) First, on page 6, reserves the right in the railroads to construct, maintain, operate, repair, remove and use certain railroad and other facilities upon the property granted. This should be qualified so as to provide the use shall be effected "in such manner as to not damage the surface of said lands or to interfere with the use thereof by the grantee, its successors or assigns."

Section 11 (a) and (b), on page 20, specify "public liability and property damage insurance." This should be understood to mean "protective public liability and property damage insurance."

NOTED
G. S. PAXSON

If the items referred to are clarified so as to remove all questions regarding the same the agreement may be considered as given full approval as to form.

Very truly yours,

J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. R. H. Baldock
Mr. W. C. Williams
Mr. C. W. Enfield

RECEIVED
SEP 11 1955
FOR FILING

[illegible] (7)
4063

Form 2552
2-55-100M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

AUGUST 30, 1955

(File Ref. D 9016 - 32 - 14)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Willamette River - 42nd Avenue Section
Banfield Expressway

Attached for your review are duplicate counterparts of proposed agreement between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and the State of Oregon, granting easements for and covering construction matters on this section of the Expressway. Draft has been prepared in line with various conversations and understandings reached during discussions of the project.

Please review the document and if satisfactory arrange for its execution on behalf of the Highway Commission, returning both counterparts to me for submission to my principals.

After completion of the document one fully-executed counterpart will be returned for your records.

Yours very truly,

E F Kidder

E. F. Kidder,
Division Engineer

encs.

NOTED
G. S. PAXSON

RECEIVED

Mr. A. G. Skelton

RECEIVED
AUG 31 1955
FOR FILING

FORM 3530-A
4-53-5M

UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT

ROY F. SHIELDS
GENERAL SOLICITOR

FREDERICK J. BETZ
JOSEPH G. BERKSHIRE
GENERAL ATTORNEYS FOR OREGON

HOWARD E. ROOS
ASSISTANT GENERAL ATTORNEY

727 PITTOCK BLOCK
PORTLAND 5, OREGON

DFI 323(7)

9001-32-10

August 17, 1955

filed

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Re: Banfield Expressway - Willamette River to East 42nd Avenue

With further reference to our letter of August 5, 1955, we wish to advise you that we have completed a draft of the proposed contract and have submitted it to the other interested departments for their approval and for insertion of some remaining details. We believe that the contract in final form will be submitted to you shortly.

Very truly yours,

Roy F. Shields

RBKester

RBK C

cc - Mr. J. G. Kimmell

RECEIVED
AUG 18 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
Mr. A. G. Skelton

RECEIVED
AUG 9 - 1955
FOR FILING

UNION PACIFIC RAILROAD COMPANY

ROY F. SHIELDS,
GENERAL SOLICITOR

LAW DEPARTMENT

FORM 3530

727 PITTOCK BLOCK
PORTLAND 5, OREGON

August 5, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Dear Mr. Baldock:

Banfield Expressway - Willamette River
to East 42nd Avenue

At the time of our telephone conversation last Wednesday I understood that a draft of the proposed contract on this section of the Banfield Expressway was in this office for approval. I find, however, that I was mistaken. While considerable data had been assembled, some of it was incomplete and there were a few unresolved questions as to some of the details to be covered by the contract. However, Mr. Randall B. Kester, who is handling Mr. Betz's work during his absence, will give this matter preferred attention until the draft is in form for submission to you.

Very truly yours,

Roy F. Shields

8/8/55
Mr. Baldock:—
Talked to Mr. Kester who says he is working on agreement and will have it to Mr. Kidder this week. I will keep in touch with Mr. Kidder's office.

REFERRED TO
Paxson,
By State Highway Engineer
Please contact Kester.

RFS Mc

NOTED
G. S. PAXSON

Mr. Forrest Cooper
Mr. A. G. Skelton

RECEIVED
AUG 9 - 1955
FOR FILING

[illegible]

Note:
Copies of this
Correspondence filed
in each Contract
folder -

Salem, Oregon
August 4, 1955

MEMORANDUM TO THE FILES:

A conference was held in this office today between officials of Gibbons & Reed Company and Highway Department engineers relative to claims of Gibbons & Reed Company on two separate contracts, one being the 42nd Avenue to 92nd Avenue Section and the other the 92nd Avenue to Fairview Section, both on the Banfield Expressway. Representing Gibbons & Reed Company were A. V. Toolson, District Manager, and Superintendent Bowman. Representing the State Highway Department were W. C. Williams, G. S. Paxson, Forrest Cooper, A. G. Skelton, and Resident Engineer M. J. Merrin.

In the matter of the 42nd to 92nd Avenue project their claim was relative to a very material underrun in both long and short overhaul, which drastically affected the distribution of quantities and resulted in a different plan of operation than had been contemplated originally. The entire project underran more than $100,000, of which approximately $30,000 was an underrun on haul quantities. After considerable discussion it was agreed that the entire claim for change in plans, underrun of various quantities, and necessary changes in operations would be allowed in the amount of $15,500 as total settlement. The necessary Price Agreement is being prepared.

On the 92nd Avenue-Fairview Section, Gibbons & Reed had presented a claim in the amount of $65,235.23, alleging such amount to be the cost of delays by reason of noncompletion of various structures under contract to other contractors throughout the length of the project. My opinion, as expressed to the Gibbons & Reed representatives, was that this claim was without basis of foundation and that it should be rejected in its entirety. This was concurred in by Paxson, Cooper, Skelton, and Merrin, with the result that Gibbons & Reed representatives were advised that this claim was rejected in its entirety and that we could see no basis for compromise, in that if any portion of the claim were allowed the entire amount would be open to further discussion. The conference ended with our flat rejection for the consideration of any portion of the $65,235.23 claim.

W. C. Williams

WCW:me
cc Mr. R. H. Baldock
Mr. G. S. Paxson
Mr. Forrest Cooper
Mr. A. G. Skelton

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1955

SUBJECT: Gibbons & Reed claim
Contract No. 3807

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Copies filed in 3807

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

You recently requested the advice of this office with respect to the claim of Gibbons & Reed under the above contract. I am attaching hereto a copy of a letter from Mr. James B. Daniels, Assistant Attorney, concerning the problem. You will note that Mr. Daniels concludes that Gibbons & Reed Company has no valid basis for a claim against the State with the possible exception of damages resulting from the failure of the State to call for bids for the construction of the Halsey Street Overcrossing. Whether there is any basis for claim for damages occurring as a result of this incident will depend largely upon the factual question of whether or not failure to call for bids at an early date actually delayed Gibbons & Reed Company.

I am returning herewith your file concerning the matter, together with the Office Copy of Contract No. 3807 and the General Files concerning that contract.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Robert L. May
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk

RECEIVED
JUL 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 520—50M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1955

SUBJECT:

To: Mr. Robert L. May, Jr.
Assistant Counsel
Office

Dear Mr. May:

I have in compliance with your request of July [illegible]th made a study of the Gibbons & Reed claim for damages due to States alledgedly causing delay in completion of project and subject to premises hereinafter indicated recommend that this claim for damages be rejected although recognizing that State is responsible for damages arising out of any delay occasioned contractor due to non use of Halsey Street overcrossing.

An analysis of the fact situation as represented indicates that this claim for damages is based upon the contractor's contention that they were forced to shut down for four months from November 1953 to February of 1954 due to noncompletion of 102nd Street reconstruction, Halsey Street reconstruction, 122nd Avenue-Arata Road structures, Cereghino overcrossing and 92nd Street Interchange.

There is no indication in the fact situation that indicates that contractor was delayed or claims to have been delayed by noncompletion of any of the above indicated structures other than Halsey Street overcrossing, the 148th Street overcrossing, Cereghino overcrossing and the noncompletion of Birdsdale Road. For reasons to be hereinafter set forth a discussion of liability in length need not be had for delay arising out of the noncompletion of any of the projects above indicated other than the Halsey Street overcrossing. (See pages [illegible] special provisions).

The structures other than the one indicated were in a state of noncompletion due to no fault of State. The contractors for those structures were not under the control of State. [illegible] assessment of penalty for engineering overrun [illegible], under the fact situation. This assessment of penalty was duly made in those instances meriting said action. In instance of all structures excepting the one indicated, i.e., the Halsey Street Overcrossing, the contract was duly let and work could have progressed under normal conditions so as not to cause any impediment to work of claimant. State is not a guarantor of the work progress of contractors building roads or structures for State. This factor is recognised by the general contract provision indicating responsibility for delays to be upon the contractor causing such delay. See Sec. 5-12 General Provisions, Page 10, Gibbons & Reed Contract. State would not be responsible for nonperformance of others without assuming said responsibility. 13 C.J. Contracts Sec. 712, Pg. 639, et seq. No duty on part of insisting upon or supplying a definite use date existed under the present contract as applicable to the structure contracts. Hence State is not responsible for delivering use of structures at any fixed period. One is not responsible for the independent acts of another. 13 C.J. Sec. [illegible], et seq. Pg.271.

The delay, if any, occasioned solely by the noncompletion of the Halsey Street reconstruction posits another question. The Highway Department indicated a use date of November 30, 1953, upon the Halsey Overcrossing project, whereas in fact the contract for this project was not awarded until December 14, 1953. The original time of completion of the Gibbons & Reed Contract was April 30, 1954.

The contract was entitled to depend upon the use date indicated in the specifications given herein at the time of entering into contract insofar as it was within the State's power to bring this use status into being. The contractor would have no occasion to enter into any agreement or state of affairs involving Multnomah County's moving for a widening of the deck of the overcrossing in question, however well taken the motif might have been for so widening the structure. Responsibility, or knowledge of the delay occasioned would not be imputable to contractor.

Delay caused by the adverse party is a breach of contract by the adverse party rendering him liable in damages. A party who being prevented by the fault of the adverse party from completing the contract in the time stipulated has an action for damages occasioned by the delay. 12 Am. Jur. Sec. [illegible], Pg [illegible]; 12 Am. Jur. Sec. 721, Pg. 647, et seq.

Under contract to furnish stone for a building, including the sawing and dressing required, a contractor was allowed to recover damages for enforced suspensions of, and delays in, the work by the other party arising out of doubts of the desirability of completing the building with stone, and of the site [illegible] which were occasioned by an examination of the foundation of the stone by several commissions. Guerine Stone Co. v. P.J. Corlin Construction Co. 240 U.S. 264, 60 Lawyers Ed. 63[illegible].

Where a contractor with the Government completed the job under the contract, reserving the right to claim damages due to long delays occasioned by the Government's failure to perform its part and actions for damages occasioned solely by the delay of the Government was valid. U.S. v. Wyckoff Pipe & Creosoting Co. 271 U.S. 2[illegible], 70 LE 938.

One who contracts for the performance of labor upon his property to be completed upon a day certain, and obligates himself to furnish the necessary materials and/or prepares the property for the performance of the work is liable to the contractor for the value of any services he performs and for any loss sustained by him if he is delayed beyond the time specified in the performance of the work by the default of the owner. Ind. Northern Traction Co. v. Brennan 174 Ind. 1-87 N.E. 215-30 LRA NS 85.

In this particular instance the fact that contractor was delayed by the failure of State to award the contract for the Halsey Street Overcrossing until December 14, 1953 is far from certain; without exploring the ramifications of whether this was the sole cause of contractor's delay. The contention of the contractor that his machinery was idle during the four months period solely because of not being able to have access and use of this structure is refuted by the fact that it was winter season and that the material was too wet to allow working.

The engineer's weekly report indicates an orderly preparation for the winter close down.

It is also the considered opinion of the [illegible] Department that Gibbons & Reed had access way to all sections of the roadway excepting the main line roadway [illegible] the structure during the entire year of [illegible]; and [illegible] this [illegible], [illegible] no delay could have [illegible] occasioned.

[illegible] upon the [illegible] have occasioned [illegible] could [illegible], should we say, somewhat derelict in their duty of vigorously prosecuting work to the best of their ability under the conditions existing, I would advise that their claim for damages in the sum of $ [illegible],235.2[illegible] be denied. While there is danger in the State's failure to award the Halsey Street contract in a timely manner, it is doubtful from the fact situation that any portion of the alleged damage can be traced to State's failure to act in awarding the Halsey Street contract.

Yours very truly,

James B. Daniels

JAMES B. DANIELS
Assistant Attorney

JBD:br

FORM E-90 25M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1955

SUBJECT: Gibbons & Reed claim
Contract No. 3807

W. C. WILLIAMS

To:
Mr. W. C. Williams

Attached hereto is the claim of Gibbons & Reed in the amount of $65,235.23 covering alleged costs of delay by reason of noncompletion of structural projects within the limits of the grading project from 92nd Avenue to Fairview on the Banfield Expressway. Also attached are reports from Mr. Cooper, Mr. A. G. Skelton, Mr. Don and Mr. J. T. Skelton.

Gibbons & Reed allege that they were forced to shut down during the four months from November 1953 to February 1954 solely because of the noncompletion of the structures. There are five structural contracts involved: 102nd Avenue Reconstruction, Halsey Street Reconstruction, 122nd Avenue-Arata Road Structures (122nd Avenue, 148th Avenue, 162nd Avenut, Rockwood Road and Birdsdale Road), Cereghino Overcrossing, and 92nd Avenue Interchange.

Gibbons & Reed make quite a point of the fact that, although their contract gives an expected date of November 30, 1953 for the Halsey Street Reconstruction to be usable, the work was not started until five months after that date. Actually the contract for the Halsey Street project was awarded December 14, 1953 and work started January 4, 1954. The starting of this project was delayed for two reasons: Halsey Street could not be closed to traffic until 102nd Avenue was opened. Traffic was routed over 102nd Avenue on December 31, 1953. The Halsey Street structure was redesigned and widened to a three-lane structure at the request of Multnomah County. Gibbons & Reed had the use of a roadway under the old east approach during the entire year of 1953. Their only delay was in the widening of the main-line roadway immediately under the structure. The old east approach was completely removed by March 8, 1954 and Gibbons & Reed could have made the excavation at any time after that date. They did not start this excavation until May 18, 1954, over two months after the site was available. This delay seriously inconvenienced Young & Smith, the structural contractor.

The Gibbons & Reed contract did not include the backfilling of any of the structures in the 92nd Avenue-Fairview structural contract. They had a passage way around or over these structures at all times. There is no apparent reason why noncompletion of the structures should have delayed their work.

The work on the Cereghino Overcrossing project, under contract to Carl M. Halvorson, Inc., was not far enough along to allow the completion of the backfill by Gibbons & Reed on the expected date of November 30, 1953. The State did make every effort to expedite this work. Halvorson did shut the job down on December 14, 1953 and did not resume work until February 15, 1954. The weather during this time was unfavorable with rain, sleet and ice which Halvorson claimed created too dangerous a condition to allow men to work on the high falsework. Falsework was removed and the site was available for backfilling on April 30, 1954. It became evident in the fall of 1953 that the overcrossing would not be ready for backfilling by November 30, 1953. In order to accommodate Gibbons & Reed as much as possible, the State executed a price agreement with Halvorson under which he moved all of his construction materials and equipment from the east end of the structure so that the embankment could be made up to the footings of the end bents. This cost the State $791.23. The haul-road trestle was in place and Gibbons & Reed had access to all their work except approximately 65 linear feet of embankment at the east end of the structure.

The fifth structural project in this section is the 92nd Avenue Interchange. Contract for this structure was awarded to United Builders, Inc., on January 22, 1953. The contractor was ready to start work on March 3, 1953, but could not do so because Gibbons & Reed had not done the grading at the site although their contract listed that grading as one of the items to be done at an early date to facilitate the structural work. The structural contractor was held up on his job until August 4, 1953.

The records show that, except for the short section of fill at the east end of the Cereghino Overcrossing and the cut through the east approach of the Halsey Street job, no delay was caused to Gibbons & Reed.

The specifications for the Gibbons & Reed contract specifically list November 30, 1953 as the "expected date" when the bridges will be usable. We also wrote the following into the contract: "Noncompletion of the other work within the expected time will not, however, relieve the contractor of his obligation to complete specified under the contract. Neither will such noncompletion entitle him to extra compensation of any kind." This would seem to be ample warning that no guarantee of any kind was given of the completion of the structures by that date. The delays that occurred were not foreseeable by the State when the Gibbons & Reed contract was drawn. We could not anticipate that the County would ask the complete redesign of the Halsey Street job to provide three lanes of traffic, nor could we anticipate the unsatisfactory progress made by Halvorson at Cereghino. We did not approve the shuting down of work and did everything we could to get him to continue work. Under the contract our only course was to assess engineering costs for the overrun in time against him, which we did.

Even had these jobs been "usable" by November 30, 1953. Gibbons & Reed could not have finished their work by April 30, 1954. The statement in their claim that they worked their equipment through the previous winter of 1952-53 is erroneous. In Mr. Don's report he states that, "No grading was done from the 23rd day of December 1952 until the first week of April 1953." The winter of 1953-54 was a more unfavorable winter than the previous one.

It is unfortunate that the construction schedules on the structures were not met, but even had they been met Gibbons & Reed would have been shut down for a considerable period during the winter because the material was too wet to move. The contract did not guarantee the structural completion dates and specifically warned the contractor that he would not receive extra compensation in case they were not ready. The State did all that it could reasonably do to push the structures along, and the delays could not have been anticipated by the State when Gibbons & Reed were awarded the contract. I can find no legal obligation to allow any part of this claim, nor do the facts indicate that the job could have been completed during the winter of 1953-54 had the structures been ready. I recommend that the claim be denied.

Very truly yours,

G S Paxson

G. S. Paxson

GSP:gm
Attach.
cc Mr. Forrest Cooper

FORM E-30 28M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1955

SUBJECT: Claim of Gibbons and Reed
Cereghino Overcrossing of
U. P. Railroad, Contract 3878

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
Office

W. C. WILLIAM

Dear Sir:

In regard to your request for dates on the Cereghino Overcrossing, Contract No. 3878, Carl M. Halvorson, Inc., contractor, I have the following to report.

Contract No. 3878 was awarded February 26, 1953. The contract had a stipulated date of completion of April 30, 1954.

Work under this contract was not started until June 3, 1953, or slightly over three months after the award. Weather and difficult access conditions were probably the contractor's reason for such a late start. For a 28-week period of active construction through December 14, 1953, an average crew of 24 men were employed. During this period all retaining walls were poured. The north or westbound structure was poured to the top of the roadway curbs, footings were poured, columns were poured above the ground surface, stripped and backfilled on the south or eastbound structure. The falsework wedges were slacked under the beam bottoms of the north structure. Then, presumably due to inclement weather, no further construction activities were carried out until February 15, 1954.

During the period of inactivity, all key personnel were moved to Bandon on the Bullards Ferry Bridge where construction activities were carried on under weather conditions that could not have been more favorable than at Cereghino.

To expedite Gibbons and Reed's work, Price Agreement No. 3 was entered into between the State and Carl M. Halvorson on September 21, 1953, to move stockpiled material from the bridge site to make room for additional embankment material between the east end of the haul road bridge and the east end of the Cereghino Overcrossing. This was at an expense of $791.23 to the State to expedite the grading contractor's work. With this order it was possible for the grading contractor to make a large part of his fill and to stockpile a large part of the remaining dirt needed.

The last of the deck slab was poured on the south structure on April 23, 1954.

On April 28, 1954, all of the curb on the south structure was poured and half of the handrail on the north structure. On April 30th, the falsework and beam forms had been removed from the three east spans, and this end of the bridge was ready for the grading contractor to place his roadbed embankment. On June 1, all concrete was in place. By July 14, 1954, all work was completed except for removal of the haul road bridge.

July 26 through August 20 was utilized in removing the haul road bridge and cleaning up the site.

Very truly yours,

J.T. Skelton

J. T. Skelton
Bridge Construction Engineer

JTS/dp

FORM E-90 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible]
W. C. WILLIAMS

Salem, Oregon
July 25, 1955

SUBJECT: Gibbons & Reed's Claim
Data on 92nd Avenue Traffic
Interchange
United Builders, Inc., Contractors

To:

Mr. G. S. Paxson
Asst. State Highway Engineer
Office

Dear Sir:

The 92nd Avenue Interchange was indicated on Gibbons & Reed's contract to be completed November 30, 1953. United Builders, Inc., were awarded their Contract 3851 on January 22, 1953 for this interchange. Steel piling were delivered and they were ready to start work on March 3, 1953. Contract No. 2851 restricted work at Bents No. 2 and 3 for both excavation and driving of piling and excavation for the two retaining walls adjacent to these bents until the grading of the lower roadway was completed by the grading contractor, Gibbons & Reed Co. Due to the difficulty of backfilling around the steel piling at the bridge ends by the grading contractor and plus the fact that Mr. Ladd, Superintendent for Gibbons and Reed, expected to have fills for this structure placed within 14 to 21 days from March 5, 1953 on, work on contract 3851 was held in abeyance. In this regard, I am quoting from my letter to yourself under date of March 10, 1953. A copy of this letter is attached.

On June 16, 1953, "United" moved onto the bridge site, set up a construction shack, beveled pile heads, etc. At this time, however, fills had not been made, and it was necessary for them to discontinue further operations.

On July 29, 1953, United Builders were notified by a letter from myself that construction could be resumed on August 4, 1953. Bridge construction was resumed August 4, 1953.

Mr. A. V. Toolson in his letter to Mr. A. G. Skelton of July 12, 1955, states: " . . . you certainly retain for each of your engineers the power to cause a contractor to prosecute the work as he considers necessary. And your department alone has the power to schedule the various contracts from the invitation for bids to the completion date. . . ". United Builders were able to resume construction on August 4, 1953. Their contract called for all work to be completed by August 31, 1953. How does Mr. Toolson reconcile their delay on the above project? I will admit that with more favorable weather the work could have been made available for United Builders, Inc., in March 1953.

Very truly yours,

J. T. Skelton

J. T. Skelton
Bridge Construction Engineer

JTS/dp
Attached

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1955

SUBJECT: Gibbons & Reed Company Claim
Data pertaining to Halsey Street
Undercrossing Reconstruction,
Contract No. 4066, Young & Smith,
Contractors

W. C. WILLIAMS

To:

Mr. G. S. Paxson
Asst. State Highway Engineer
Office

Dear Sir:

Contract No. 4066 was awarded December 14, 1953. Delay in placing this job under contract was to permit completion of 102nd Avenue Overcrossing reconstruction to the point that closure of Halsey Street would not impose too heavy a burden on traffic flow.

Young & Smith started moving equipment to job site and building field office on January 4, 1954. Actual contract work was started January 26, 1954. On March 8, 1954, the east end of the old Halsey Street Bridge had been completely removed. From this date on, Gibbons and Reed Company could have been excavating for the roadbed section at its Halsey Street intersection. Young & Smith were held back on progressing their work on Unit 2 which related to this area.

Field diaries are not at hand. As a result I called L. R. Allen's office. Don Gallaher reports that the diary reports on Tuesday, May 18, Gibbons & Reed started with a double shift to remove the cut roadbed section through Halsey Street, i.e., two months and ten days after this section was made fully available to them by Young & Smith. Excavation was started by Young & Smith on Pier 4 on June 8, 1954. Footings were poured on Bents 24, 25 and Pier 4 on June 11, 1954. Undoubtedly this delay by Gibbons & Reed caused hardship and financial loss to Young & Smith.

While Gibbons & Reed may not have had access to use of structures at the dates shown on Page 27 of their special provisions, bridge construction did not deny them access through on the highway right of way if not over the structures. Fills could not be completed as soon as they may have expected at Cereghino. They were not a party to the backfilling of the eleven structures built by Parker-Johnson. Delay on 92nd Avenue could only be charged to themselves.

Very truly yours,

J. T. Skelton
Bridge Construction Engineer

JTS/dp

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1955

SUBJECT: Claim of Gibbons & Reed
Parker & Johnson Contract 3879

To:
Mr. G. S. Paxson
Asst. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to your request for dates on 122nd-Arata Road Structures, Contract No. 3879, Parker-Johnson, contractor, I have the following to report:

Contract No. 3879 was awarded February 26, 1953. The contract had a stipulated date of completion of July 31, 1954.

162nd Avenue

Highway crossing over 162nd Avenue. Work on Contract 3879 was started on this site on March 2, 1953.

The deck pour of the north highway structure was on April 15, 1953. The deck pour on the south structure was on May 6, 1953. The last concrete pour on either of the two structures was June 11, 1953. Backfilling by the bridge contractor at the bridge ends was completed on July 24, 1953, with full access to use of the structures.

Access was available around these structures at all times by roadways on top of the old cut slopes to the Wilkes Road Connection on 162nd then via Wilkes Road on the new grade.

Birdsdale or 201st Avenue

General roadbed excavation was started on April 2, 1953. The north highway structure deck was poured on July 23, 1953. The north highway structure pours were completed on August 20, 1953. The structure weekly report record does not indicate the date the roadbed embankment backfilling was completed. This information would probably be in the weekly reports rendered by the grading resident engineer, but in all probability the structure was available for use by mid September with a partial fill. The last of the concrete was poured in the handrails of the south structure on January 5, 1954. A road paralleling the shoofly track was used by the grading contractor until sufficient roadbed was in place on the north highway structure to permit the use of that structure.

Rockwood Road - 181st Avenue

The grading contractor detoured to the south around these structures at the prevailing grade of the new highway during their period of construction. The added length of haul probably did not exceed 200 feet and this added length of haul would constitute his only lost time.

During July 1953 the grading installation of the shoofly track was made. The completion of this work was on August 4, 1953. On August 11, 1953, the pours were made for the highway structure footings. On this one crossing, enough width was available to permit construction of both the railroad and highway structure without the lost time occasioned for construction of the second highway structure by waiting for reinstallation of railroad traffic over the railroad structures as was necessary at 148th Avenue and 201st Avenue.

The last pour on the decks of both the south and north highway decks were made on September 29, 1953. The deck for the railroad structure was poured on October 1, 1953. The final concrete pour was made for the structures on Rockwood Road (181st Avenue) on November 30, 1953. Train traffic was routed over Rockwood Road railroad structure on December 28, 1953. The weekly reports indicate backfilling of highway structures on February 9th. Examination of the grading department weekly reports would have to be made to determine if any backfilling occurred following this date.

148th Avenue

Structural weekly reports do not give a resume' of the grading work on general excavation. These will have to be obtained from the grading records.

Following construction of the railroad shoofly, the width of roadway on the highway section was somewhat limited in width to the grading contractor. It is not in my recollection that he was ever unable to go through or around the structural work.

On August 31, 1953, it was indicated that the rough excavation was completed for the south highway structure wing walls.

On October 16, 1953, the concrete footings for the 21'6" wing wall footings and the abutment footings for the south highway structure were poured.

From the weekly report record, 148th Avenue, the shoofly was placed in use about January 1st. First evidence of excavation for railroad structure, however, was on February 4, 1954.

On November 12, 1953, the deck was poured in the south highway structure.

The last of the concrete was poured on the south highway structure on February 9, 1954. The first concrete for the railroad structure was poured for the abutment footings on February 15, 1954. The deck of the railroad structure was poured on March 3, 1954. The last of the concrete was poured on the railroad underpass on March 25, 1954.

On April 23, 1954, the Union Pacific was replacing track over the railroad structure. On April 28, 1954, the contractor was excavating for the north highway structure with the south highway structure and the railroad structure apparently in use. On May 20, 1954, the deck was poured on the north highway structure. On June 4, 1954, the last of the concrete was poured at 148th Avenue. The placing of membrane waterproofing to receive backfill was completed on the north highway structure on June 11, 1954. On June 24th and 25th, 1954, the north highway structure was backfilled.

The work under Contract 3879 was reported completed on October 19, 1954.

Very truly yours,

J.T. Skelton

J. T. Skelton
Bridge Construction Engineer

JTS/dp

FORM E30—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12th, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer

Gibbons and Reed have made a claim against the Highway Commission on Contract #3807, 92nd Avenue-Fairview, Banfield Expressway, in an amount of $65,235.23 based on alleged delays by other contractors who are constructing structures on the same section. I am attaching copies of correspondence from A. V. Toolson, District Manager, Gibbons and Reed, which delineates the claim, and letters of James Don, Resident Engineer, and A. G. Skelton, Division Engineer, which I believe pretty well cover the situation.

The claim finally boils down to a charge for equipment rentals during their shutdown period, most of which was caused by weather conditions and part of which might be attributed to the delays by other contractors working on the job. They also have some more or less unexplained labor charges listed on the last page of Mr. Toolson's letter.

It is my recommendation that we deny the claim entirely and make no effort to negotiate a settlement on a partial or any other basis as the complications of such a maneuver would open the door for countless claims of a like nature from other contractors. It is my belief that the contract adequately covers the situation even though the delays were somewhat extended. I would like to discuss this matter with you after you have familiarized yourself with it.

I might add in passing that Mr. Toolson's letter again brings up a matter which has consistently plagued us and, I believe, should receive further study. I quote from Toolson's letter: "You certainly retain for each of your engineers the power to cause a contractor to prosecute the work as he considers necessary."

Unfortunately Mr. Toolson is in error. I know of no way that the Department can speed up contractors' operations other than request

FORM E30—50M—10-54—79468

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

Gibbons and Reed have made a claim against the Highway Commission on Contract #3807, 92nd Avenue-Fairview, Banfield Expressway, in an amount of $65,235.23 based on alleged delays by other contractors who are constructing structures on the same section. I am attaching copies of correspondence from A. V. Toolson, District Manager, Gibbons and Reed, which delineates the claim, and letters of James Don, Resident Engineer, and A. G. Skelton, Division Engineer, which I believe pretty well cover the situation.

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I might add in passing that Mr. Toolson's letter again brings up a matter which has consistently plagued us and, I believe, should receive further study. I quote from Toolson's letter: "You certainly retain for each of your engineers the power to cause a contractor to prosecute the work as he considers necessary."

Unfortunately Mr. Toolson is in error. I know of no way that the Department can speed up contractors' operations other than request them to do certain things or follow certain time schedules. Certain contractors are cooperative and cause little trouble. Others drag their feet beyond all reason and often get us into embarrassing situations such as the one discussed in this letter.

Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc. 3

RECEIVED
[illegible]

FORM E-30X—37,500—2-55—82987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 11th, 1955

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Forrest Cooper

Dear Sir:

I am forwarding herewith letter dated June 15, 1955 from A. V. Toolson, District Manager for Gibbons and Reed. This letter sets up a claim in the amount of $65,235.23 for additional expense due to delay of the completion of their contract No. 3607 for grading the 92nd Avenue-Fairview Section of the T. H. Banfield Expressway, caused by the failure of other contractors on this section to prosecute and complete their work in a reasonable manner. I am also enclosing a report dated June 28, 1955 from James Don, resident engineer on this project. Don's report covers the general factors affecting this project, such as weather conditions, the progress of work on other contracts in the section, and a record of actual work under way by Gibbons and Reed during the period from November 1, 1953 to the end of February in 1954.

You will note from Don's report that work on the Cereghino Overcrossing was completely shut down on December 11, 1953, and that work was not resumed on this structure until February 15, 1954. The structure was completed and ready for backfilling on April 30, 1954. On the 148th Avenue structures, the grading contractor had access across 148th throughout the time these structures were under construction, and it is not believed that he suffered any material inconvenience from delay in the completion of the structure. The Halsey Street Undercrossing reconstruction was not completed until late in October 1954, however the grading contractor had access through this section several months before the final completion. He was inconvenienced by not having access to this project until late in 1954. Page 27 of the special provisions for this project gives the following expected dates by which bridges will be usable: Halsey Street Overcorssing Revision, November 30, 1953; Cereghino Overcrossing, November 30, 1953; 148th Avenue and Rockwood Road grade separations, November 30, 1953. The special provisions on page 27 also state "noncompletion of the other work within the expected time will not, however, relieve the contractor of his obligations to entirely complete all work specified to be done under the contract. Neither will such noncompletion entitle him to extra compensation of any kind."

Gibbons and Reed were awarded contract No. 4053 for grading and other work on the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway on December 11, 1953. However, clearing work on this project was started on November 12, 1953, and two dozers were in use on that date. Grading on this project actually started February 4, 1954, and the remainder of Gibbons and Reed's equipment was moved to this job on February 8th. You will note from Don's report that weather conditions from November to February were not favorable for work on the 92nd Avenue-Fairview Section, and it is very doubtful that any material amount of work could have been done if the entire highway had been open to their use. You will note also that in 1952-53 no grading was done from the 23rd day of December 1952 until the first week in April 1953. The winter before that Gibbons and Reed did work throughout the winter on the Shell Rock cut and fill on the Gorton Creek-Warren Section of the Columbia River Highway. Our experience on the section even after work was resumed in March was not too satisfactory, as it was necessary to waste material because it was too wet. We also had difficulty with construction equipment pumping wet subgrade, making it necessary to remove this wet material and replace it with selected dryer material.

Gibbons and Reed were delayed somewhat by the structural contractors in the same section. This should have been anticipated, and was covered in our special provisions for this project. The Cereghino Overcrossing was unduly delayed, the contractor moving his entire crew off the job for some two months during January and February, and also running over his completion date on this project. The Halsey Street structure also delayed the contractor's operations in the vicinity of Halsey Street. The fact that the contractor was the successful bidder on the 42nd Avenue-92nd Avenue project did help materially in keeping his equipment busy, particularly after February 1954. It would be difficult to arrive as to just what loss was suffered by not having complete access to the job, but normally the period from late November to about the first of March is so wet that grading operations are suspended by all contractors in this general area, unless the work is almost entirely in rock. In view of our special provisions on this job, and of the weather during the period of the claim, I would recommend disapproval.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl James Don
cc:

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

June 28, 1955

SUBJECT:

W. C. Williams

To: Mr. A. G. Skelton
Division Engineer
Office

Dear Sir:

The following is a report of claim placed by Gibbons & Reed Construction Company against Contract 3807 for the 92nd to Fairview Section, prefix 26-1015.

This claim is based on dead rental of equipment caused by alleged delays from other contractors, which include the Cereghino Overcrossing under contract to Carl F. Halverson, the 148th Avenue Structures under contract to Parker-Johnson Company and the Halsey Street Undercrossing Reconstruction under contract to Young and Smith Construction Company. This claim also includes the 42nd to 92nd Street project during this period because some of the equipment that is claimed as idle, was working on this project.

A report on the structures mentioned in Gibbons & Reed's claim are as follows:

The Cereghino Overcrossing was shut down December 11, 1953 and work again resumed February 15, 1954, with completion of structure ready for backfilling April 30, 1954 and with the completion of the haul bridge removal on August 6, 1954.

The RR Structure at 148th Street was started February 3, 1954 and backfilling of this bridge was completed April 6, 1954, with trains again going over this main line April 27, 1954. Excavation for the south highway structure at 148th Street was started September 9, 1953 and bridge was completed February 9, 1954. Work on the north highway structure at 148th Street was started April 1, 1954 and completed June 28, 1954.

The Halsey Street Undercrossing Reconstruction was awarded to Young & Smith Construction Company, December 14, 1953 with work starting by removal of handrail on old structure, January 26, 1954 and contractor placing final paint on steel section, October 28, 1954.

Mr. A. G. Skelton
Division Engineer

Claim against Contract 3807
Page two -

On October 1, 1953, the contractor broke from a double shift to a single shift, as is stated in the claim, but did not shut down on this section with his grading equipment until November 5, 1953, then retained one blade on this section, preparing the select topping to and including November 13, 1953, at which time, they were completely off this project until March 3, 1954 and in April 1954, the materials from T. Line was wasted becuase of being too wet. During the period from November 12, 1953 to March 1, 1954, there was work being done on the 42nd Avenue to 92nd Avenue, Contract No. 4053, under contract with Gibbons & Reed, by some of all types of equipment mentioned in the claim.

November 12, 1953 records show that two dozers were working on the 42nd Avenue to 92nd Avenue section, on February 4, 1954, three DW 20s were moved to the above mentioned section and on February 8, 1954, the remainder of the equipment was moved to the other project.

A monthly comparison of the precipitation as measured at Portland International Airport is as follows:

November		December		January		February	
1952	1953	1952	1953	1953	1954	1953	1954
1.44 in.	6.46 in.	6.76 in.	7.85 in.	12.83 in.	8.95 in.	3.71 in.	4.57 in.

The only one of the months in question in which the rainfall was exceeded by the rainfall of the same month of the previous year was January 1954, which had 8.95 inches and the previous January had a rainfall of 12.83 inches. A difference of 3.88 inches. According to our records, there was no grading done in January of 1953 on the 92nd Avenue-Fairview Project. No grading was done from the 23rd day of December 1952 until the first week of April 1953. This would seem to refute Gibbons & Reed Company claim of having worked all through the winter of 1952-53.

Due to the fact there was so much rain during these months, with no drying periods in between, it would be impossible to work this equipment on the job.

Very truly yours,

James Don

James Don
Resident Engineer

JD:bb

RECEIVED
JUN 21 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20th, 1955

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer

W. C. WILLIAMS

Referring to the matter of claims made by Gibbons and Reed on the 42nd Avenue-92nd Avenue Section of the Banfield Expressway, it seems that at the moment the matter is more or less hanging in suspension. I believe it would be well to prepare the necessary price agreements covering all the controversial items which we have decided to allow, which to the best of my recollection were all of their claims (with adjustments) except the claim of $0.25 per cu. yd. for spoil bank for waste. The price agreements should be taken to Toolson in an effort to get them signed. However, I am reluctant to leave them with him if you believe he might use them as a club in a later lawsuit. Do the best you can.

With reference to the claim of $0.25 per cu. yd., I suggest you ask them to submit supporting data in writing. I realize that this probably will not bring much from them except the fact that someone is presumed to have offered that for the wasting of a minor amount of material or possibly some statement that some collateral company, which is apparently wholely owned by Gibbons and Reed, was charging Gibbons and Reed on their books some cu. yd. price for the wasting of material on their property. If that is all they are able to offer, I doubt that we can substantiate the claim.

At this stage of the game it seems to me the best think we can do is try to dispose of all the acceptable claims if Gibbons and Reed will go along with this procedure and give consideration to their further claim for compensation for dumping if it can be properly substantiated. Will you please approach the matter from this angle and advise me the result.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

NEW ADDRESS
[illegible]

GIBBONS & REED CO.
CONTRACTORS
~~[illegible]~~
~~[illegible]~~

June 15, 1955

ADDRESS REPLY TO
P. O. Box 4989
Portland 13, Oregon

RECEIVED
OFFICE OF
DIVISION ENGINEER
DIVISION NO

Mr. A. G. Skelton, Division Engineer
Oregon State Highway Department
P. O. Box 4699
Portland 2, Oregon

Reference:
Contract No. 3807
T. H. Banfield Expressway
Fairview-92nd Ave. Section

Dear Sir;

In our letter dated to you on January 9, 1954, we advised you that the delay in the completion of the Cereghino Overcrossing structures would cause us added expense over and above anything we were led to anticipate when we bid the job and entered into the contract. That letter further advised you that we were going to expect the Oregon State Highway Department to participate in this added cost.

On april 29, 1954, we requested an extension of time for the completion of work under the contract. Our reasons for the need for additional time, given in the request, included the delay in in completion of the Cereghino Overcrossing structures, the fact that work on the Halsey Street Overcrossing Revision had not been started by the date we were led to believe it would be complete, and the further fact that work on one of the Grade Seperation structures at 148th. Avenue was even then not started, five months after we were told to expect that all structures would be usable.

On June 25, 1954, we wrote to your Resident Engineer for the job, repeating parts of the above mentioned letters, and reaffirming our position that had the structures on the project been completed as scheduled we would have completed our contract on schedule.

To date we have received no reply nor recognition of any one of these three communications. We assume that you would have let us know had you disagreed with our reasoning or our conclusions expressed in the communications.

The Special Provisions for our contract listed the dates on which we could expect the various structures to be usable. In August, 1952, we prepared our bid for the grading on the project. At that time the completion date for all of the permanent structures was well over a year in the future. We could only assume, and we did assume as a basis on which to prepare our bid for the grading, that the structures would be put under contract early enough to permit them to be built by the date listed in our Special Provisions. The Standard Specifications for Highway Bridge Construction substantiates another assuption we made in arriving at a basis for bidding purposes. We assumed that, once you had let the contracts for the various structures, you would require that the contractors prosecute the work continuously, at a rate sufficient to complete the workby the date given in our Special Provisions.

The Special Provisions covering our work state that non-completion of the other work will not intitle us to extra compensation of any kind. We believe that this statement can be invoked to cover the delays encountered by the structure contractors due to unsuitable weather or such other conditions as are unfavorable for the prosecution of the work. We cannot believe that the statement can be made to cover a years delay in the placing of one structure under contract. Nor can it be made to cover a total cessation of work for a period of several months of good construction weather on the largest structures involved. Nor can it be made to cover such a delay as a bridge not being started until more than five months after we were led to believe it would be usable. These delays, by their very nature, were beyond our forseeing in August of 1952 and were beyond our control at all times.

At the same time we believe that these delays were forseeable by your department and were your responsibility to alleviate . You certainly retain for each of your engineers the power to cause a contractor to prosecute the work as he considers necessary. And your department alone has the power to schedule the various contracts from the invitation for bids to the completion date.

All work under our contract was complete last fall. We have put off writing this letter until we knew our final pay quantities. With these quantities now being furnished us we are in position to assess the added costs incurred by us due to delays in the completion of the work under the contract. As stated in our letter of January 9, 1954, these are the costs which we expect you to assume.

The first of October 1953, we were running out of place to work and cut our equipment back to one shift. The first of November of that year we were out of a place to work and of necessity shut down,. The previous winter we worked this same grading equipment all winter, through weather that produced thirty seven inches of rain in thirty seven days, and had no lost time.The winter of 1953-1954 should have seen the job so developed that the gravel and commom materials could have been worked all winter. We sat out some beautiful construction weather that winter.

We were down November and December of 1953, and January and February of 1954. The first of March of 1954 we started work again on a single shift. Not until May were enough structures out of our way to justify a double shift operation.

The first of these added costs is the Depreciation; interest on Investment; Storage, Incidentals and Equipment Overhead, Insurance; and Taxes on our capital investment in the equipment parked during these four months.

For the three D-8 tractors, new in 1947, these costs are $210.54 per month each.

For the two TD 24 tractors and the two HD 19 tractors, new in 1950, these costs are $768.97 per month each.

For the two D-8 tractors, new in 1952 and 1953, these costs are $594.48 per month each.

For the five DW 20's, new in 1952, these costs are $1,653.19 each.

For the three 80 scrapers, new in 1947, these costs are $206.04 per month each.

For the two No. 12 patrols, new in 1949 and 1951, these costs are $407.07 per month each.

The monthly cost to us of this equipment while idle is, therefore $14,594.67. For the four months period the total is $58,378.68.

This shutdown cost us our fixed overhead for the four month period. The equipment overhead is included in the figure given above. However, our job overhead continued while we stood by waiting for a chance to resume work. The part of this overhead which can only be charged here is this:

	Payroll	Invoices	
Superintendent	$ 2,160.00	$ 497.12	
Engineering	1,406.70	156.59	
Office	1,804.00	488.42	
	$ 5,370.70	$ 1,142.13	$ 6,512.83
6.4% Payroll taxes and insurance			343.72
			$ 6,856.55

The sum of the items involved, the equipment costs of $58,378.68, and the overhead costs of $6,856.55, total $65,235.23. We believe this sum to be a just and equitable adjustment, entirely in line with the extent of the delays encountered by us on this job.

Very trly yours,

GIBBONS & REED CO.

A. V. Toolson
District Manager

RECEIVED
JUN 9 1955
FOR FILING

June 9, 1955

REGISTERED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Gibbons & Reed Co. on contract No. 4053, for grading on the 42nd Ave.-92nd Ave. Section of the T. H. Banfield Expressway in Multnomah County. This payment, in the amount of $16,582.90, will be released to the contractor on or after June 20, 1955. The retained percentage is $19,407.14.

There is a claim filed against this project by R.A. Heintz Construction Co. for repairs to tracks of a dragline in the sum of $463.47, of which you have been previously notified.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: B. Turnbull, Agent
Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill

NOTED ON CARD

RECEIVED

FOR FILING

FORM E-30X 37½ 3-54 73730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1955

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer

W. C. WILLIAMS

I have your letter of April 21, 1955 re claims of Gibbons and Reed Company on the 42nd Avenue-92nd Avenue grading project.

The file is somewhat involved and voluminous but it seems to boil down to the fact that Gibbons and Reed are asking for additional compensation. Their letters are dated January 31, 1955, in which they claim $5,484.27; February 1, 1955, the amount of this claim being $5,007.64; letter dated March 25, 1955, in which they claim $4,220.28.

Claims 1 and 2 have to do with additional compensation arising out of the delay and the construction occasioned by moving of the Union Pacific team tracks. This matter was first brought to our attention by a letter from Toolson dated May 14, 1954, in which he inferred that they intended to make claims. I wrote to you on May 25, 1954 and July 2, 1954 suggesting that while this matter was still fresh in everyone's mind that Toolson be contacted and the matter adjusted at that time as delays always operate against the State. Neither of my letters were answered.

With respect to these two claims, please contact Mr. Toolson and work out the necessary details of settlement.

These matters should always be adjusted, if possible, by the resident and division engineers, who are much more familiar with the facts than anyone else, and an appeal should be taken to Salem only in the event that it is impossible to obtain a reasonable settlement in the field. I believe that it would have been much better to have settled these claims at the time they occurred, however it is impossible to unring a bell.

The third claim is for additional cost for shoring and cribbing and, as you recommend the bill be paid, please send in the necessary work orders.

Forrest Cooper
Ass't. Construction Engineer

FC:jv
cc: W. C. Williams ✓

FORM E-30X—37,500—2-55—82987

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 21st, 1955

SUBJECT:

To:
Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Forrest Cooper

Dear Sir:

I am enclosing herewith three claims that we have received from Gibbons and Reed in connection with their contract No. 4053 for the grading of the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway. I am also enclosing a report from Milton J. Merrin on each of these claims.

On the claim dated January 31, 1955 on which they asked for additional compansation due to being impeded by the old team track, which was on the south side of the Banfield Expressway in the vicinity of 76th Avenue, their claim is in the amount of $5484.27. Merrin has submitted an excellent analysis of this claim, and his findings are materially different than Mr. Toolson's presentation. He recommends that the contractor should be reimbursed for building the haul road over the team track, and also recommends that he be reimbursed for four hours of dozer time on June 3, 1954. The matter of slow down on his equipment, on which the bulk of his claim is based, is rather difficult to judge. Merrin has taken the slow down claim by the contractor on equipment actually used on this section, and at the same wage shown by the contractor, and comes with a total figure of $1887.50, as against Mr. Toolson's figures of $5484.27. The actual construction of a haul road over the track materially improved the haul problem, but could, of course, been built earlier than it actually was. I presume that this claim would be referred to our cost keeping section for their study and recommendation.

The second claim from Mr. Toolson is in the amount of $5007.64, and is for added costs due to new team track construction on the north side of the Banfield Expressway in the vicinity of 92nd Avenue. Material for building this team track was materially higher than was originally contemplated. You will note that this required the movement of approximately 19,000 cubic yards of material in licensed trucks through city traffic, in place of the 1615 yards, which he states they originally contemplated, and that he anticipated that 4409 yards could be moved in scrapers, and actually only 1311 cubic yards was moved in that manner. In working up this claim, the contracotr's figures indicate that his costs include 6.7% job overhead, 3% home office overhead, and 10% profit, amounting to $13,925.19. If we accept this figure, which does include his profit, we find that the amount he has been paid under the contract for doing this work would take care of all but $1797.20. Merrin recommends that this amount be allowed. In Mr. Toolson's claim, he attempts to set up anticipated costs of doing this work, and his claim is the difference between the anticipated cost and the actual cost as adjusted to fit the pay items. This is quite involved, and seems to me that the difference that Merrin has shown between the cost with profit added and the payment would be all of the reimbursement that should be made. This amounts to $1797.20.

The third claim, which is covered by Mr. Toolson's letter of March 25th, is for additional cost due to shoring and cribbing required in connection with retaining wall construction between our Station 156+35 and 163+00. Merrin in his report on this claim recommends that this item be allowed as submitted in the amount of $4220.28. I concur in this recommendation.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Lloyd Shaw
Milton J. Merrin

RECEIVED
APR [illegible] 1955

ROY TUCHBREITER
PRESIDENT

JOHN A. HENRY
VICE PRESIDENT AND SECRETARY

files

RECEIVED
APR 25 1955
FOR FILING

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

April 21, 1955

State Highway Department,
Salem, Oregon

Attention Mr. H. B. Glaisyer, ✓
Secretary

NOTED
FLOYD QUERY

Re: Bond #2071446
Gibbons & Reed Co. -to-
State of Oregon
Contract #4053 Banfield Expressway
Sec. 42nd Ave. to 92nd Ave.

Gentlemen:

This will acknowledge receipt of your letter of April 18, 1955, advising us that R. A. Heintz Construction Company, a supplier of United Builders, Inc., subcontractor of the above named principal, has filed a claim with the State Highway Department. So far as we know, our principal is financially responsible and able to take care of its own affairs without reference to the bond or interference by the surety. However, we have requested that this matter be given their attention.

Yours very truly,

Norbert A. Drake,
Surety Claim Dept.

NAD:EJH

RECEIVED
APR 25 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 20 1955
FOR FILING

[illegible]

Lewis

April 18, 1955

Continental Casualty Company
310 S. Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by R. A. Heintz Construction Company against United Builders, Inc., who acted as subcontractors to Gibbons & Reed Company on the State Highway Contract No. 4053 for work on the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway in Multnomah County. The claim is in the sum of $463.47 for repairs to a Northwest Dragline.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Mr. D. Turnbull
7642 S. E. Flavel Street
Portland 6, Oregon

Gibbons & Reed Company
825 West 9th North
Salt Lake City, Utah

NOTED ON CARD

April 12, 1955

TO State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, R. A. Heintz Construction Co., 211 N. E. Columbia Blvd., Portland, Oregon has a claim for repairs to tracks of Model 8 Northwest Dragline rented to United Builders, Inc.; such repairs required due to excess wear resulting from walking the machine from one location to another and for machine time lost due to necessity of making repairs in the sum of $463.47 against the bond taken from Gibbons & Reed Co., principal, and Continental Casualty Co., surety, for the work under Contract No. 4053 known as 42nd Avenue-92nd Avenue Project of the Banfield Expressway.

R. A. HEINTZ CONSTRUCTION COMPANY

By
R. A. Heintz - President

CC: Gibbons & Reed Co.
Continental Casualty Co.
United Builders, Inc.
Dooley & Company

SECRETARY OF STATE
RECEIVED
APR 13 1955
EARL T. NEWBRY

File No. 3502

FILED
APR 13 1955
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
APR 20 1955
FOR FILING

Lewis

April 18, 1955

Mr. Bruno C. Linde
Attorney at Law
210 Pacific Building
Portland 4, Oregon

Dear Sir:

This is to acknowledge your letter of April 14 in which you disclaim any liability for a claim filed by R. A. Heintz Construction Company against your client, United Builders, Inc. The claim of R. A. Heintz Construction Company is in the sum of $463.47 for repairs to a dragline rented to United Builders, Inc. on Contract No. 4053 on which Gibbons & Reed Company was the principal contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

BRUNO C. LINDE
ATTORNEY AT LAW
~~1725 YEON BUILDING~~ 210 Pacific Bldg.
PORTLAND 4, OREGON

TELEPHONE
~~ATWATER 9803~~
BE 7428

April 14, 1955

4053

State of Oregon
Highway Department
Salem, Oregon

Gentlemen:

I represent United Builders, Inc., Beaverton, Oregon.

Client has handed me a copy of a letter, dated April 12, 1955, from R. A. Heintz Construction Company, to "State of Oregon, Salem, Oregon" wherein R.A. Heintz Construction Company notifies you that they have a claim "for repairs to tracks of Model 8 Northwest Dragline rented to United Builders, Inc."

R. A. Heintz Construction Company submitted their claim to client on May 5, 1954 and client immediately, by letter of May 6, 1954 answered that the equipment in question was returned on March 5, 1954 and therefore, according to the express clauses of the "General Conditions of Lease" the term of seven days, within which either party had to make known any shortage or damage had expired.

This matter has again been discussed with my client and today as before, any claim, or liability based upon the equipment rental agreement between R. A. Heintz Construction Company and my client has to be denied.

Furthermore there is no basis for the claim and no factual reason for any allegation of loss or damage suffered.

Very truly yours,

Bruno C. Linde

Bruno C. Linde

REFERRED TO
[illegible]
BY SECRETARY

BCL:d [illegible]

NOTED ON CARD

RECEIVED
APR 20 1955
FOR FILING

6 - 19

April 18, 1955

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Thank you for your letter of April 13 to which was attached three copies of a claim filed with your office by R. A. Heintz Construction Company against United Builders, Inc., subcontractors to Gibbons & Reed Company, on Contract No. 4053. Their claim is in the amount of $463.47 and bears your File No. 3502.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

April 13, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of today a notice of claim by R. A. Heintz Construction Company for repairs to tracks in the sum of $463.47 against the bond taken from Gibbons & Reed Co., Principal, and Continental Casualty Co. Surety, for the work under Contract No. 4953 known as 42nd Avenue-92nd Avenue Project of the Banfield Expressway, our file No. 3502.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge upon receipt of same.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo O Stephens
Clerk
Records Division

NF:M
Enc.

RECEIVED
APR [illegible]
STATE HIGHWAY COMMISSION

NOTED ON CARD

FORM E-129 50M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
APR [illegible] 1955
FOR FILING

April [illegible], 1955

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box 908
Coos Bay, Oregon

Mr. Charles H. Reynolds, Member
Oregon State Highway Commission
P. O. Box [illegible]
La Grande, Oregon

Mr. M. K. McIver, Member
Oregon State Highway Commission
225 S. W. Broadway
Portland 4, Oregon

Re: State of Oregon vs.
Verlin E. McCarthy, et al
L-2293 (R-2092-)
Case No. 220170
Unit No. 4
T. H. Banfield Expressway

McCarthy et al vs.
Gibbons & Reed, Inc., et al
L-2301 Case No. 21[illegible]

State Highway Engineer
NOTED

Gentlemen:

The case of State vs. McCarthy, et al, L-2293, has been recently tried, the report of which trial has been made to you for this meeting of the Commission. The State now owns the temporary easement sought in this case for construction of a detour road.

The case of McCarthy, et al, vs. Gibbons & Reed, Inc., et al, a report of which was submitted to you under date of September 17, 1954 is an action in trespass against the contractor and sub-contractors for the State who constructed the detour road upon the easement acquired in the case of State vs. McCarthy, et al and arose by reason of the condemnation case not being filed in advance of the commencement of work by the contractors. The damage case against the contractors apparently applies to trespass, not only upon the area contained in the easement, but also upon the remaining property of the plaintiffs. We recognize the obligation of the State to make available to the contractors the easement area in accordance with the terms of the construction contract. However, the State has no obligation to the contractors with respect to their trespass upon the remaining property of the plaintiffs.

Now that the State has acquired title to the easement sought in the condemnation proceedings and to insure that the State's interest is fully protected in the action against the contractors, It is desirable, in my opinion, for the State to file a suit in intervention in the damage action against the contractors for the purpose of setting up the State's ownership of the easement, with respect to which the plaintiffs should not be permitted to recover damages by reason of the contractors' actions, and to enjoin the continuation of the damage action insofar as damages are sought with respect to the easement area.

I recommend that this suit in intervention be filed immediately and request your authority to do so.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:ab

cc - R. H. Baldock
R. S. Glaisyer

8

RECEIVED
MAY 1955
FOR FILING
FORM 230—80M—4-54—74286

[illegible]

AGENDA
APR 13 1955
2-f
2f

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1955

SUBJECT: Verlin E. McCarthy et al
vs.
Gibbons & Reed, Inc., et al
L-2301 Case No. 219-939

To:

Mr. H. B. Glaisyer
Secretary
State Highway Commission
Office

Dear Mr. Glaisyer:

Please place the following matter upon the agenda for the April 13-14 meeting of the Highway Commission:

Authority to file the suit in intervention in the case of McCarthy, et al vs. Gibbons & Reed, Inc., et al.

NOTED
H. B. GLAISYER

Yours very truly,

CWEnfield

C. W. ENFIELD
Chief Counsel

CWE:mab

cc - R. H. Baldock
R. L. May, Jr.

C.C.R.

RECEIVED
FEB 25 1955
FOR FILING

BFI 323(7)

[illegible]

February 21, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on February 16, 1955 on Contract No. 4053, 42nd Avenue-92nd Avenue Section, in Multnomah County, in connection with Federal Aid Project No. BFI-323 (7).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

cc: John Cattrall

Form E-1—10M

B-1-3-2(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 19, 1955

Section 42nd Ave.-92nd Ave.

Kind of work Grading

Highway T.H. Banfield Expressway

Section prefix 26-1035

Contractor Gibbons & Reed Co.

Contract number 4053

Date of contract 12-11, 1953

Date of completion 11-30, 1954

Date work started 11-12, 1953

Estimated date of completion 2-16, 1955

Project authorization $1,101,972.94

Exclusive of Engineering $1,023,610.42

Per cent of time elapsed 122.7 %

Estimated cost of completed project, exclusive of engineering $921,637.48

Per cent of contract completed, based on total contract price 97.8 %

Engineering authorization $78,362.52

Engineering cost to date $59,170.45, 75.51 %

Date project was completed February 16, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed all his work on project February 16, 1955 Office engineering force are well on way toward completion of semi-final estimate. There will be no further weekly report on this contract until the final estimate is completed.

NOTED
OSCAR CUTLER

NOTED
B. A. MARTIN

Signed Milton J. Marrin Jr.
Milton J. Marrin Jr., Asst. Res. Engr.

Address P.O. Box 4699, Portland 2, Oregon

cc: L.R. Allen, Res. Bridge Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77060

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.93				
Miles partially completed	2.93				
Miles completed	2.93				
Total estimated quantities	415,000				
Estimated quantities moved or placed to date	410,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons	2						
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Partly Cloudy		
Tuesday	Clear		
Wednesday	"		
Thursday	Partly Cloudy		
Friday	Clear		
Saturday	Clear		

FORM 2-167X 2M 5-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

1859

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

PHONE: EM 2125

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P.O. BOX 4699, PORTLAND 2, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

February 7, 1955

W. C. WILLIAM

Union Pacific Railroad Company
2525 N. Larrabee Street
Portland, Oregon

Attn: E. F. Kidder

Gentlemen:

I am enclosing herewith letter from the Drake Lumber Company addressed to yourselves, and authorizing the removal and replacement of the spur track which now serves the J. W. Copeland Yard, formerly the Eagle Lumber Company, and the Drake Lumber Company, and which is situated on the north side of Sullivan's Gulch, extending westerly from 47th Avenue. I have discussed this matter with the J. W. Copeland Yard, but have not received a letter similar to the Drake letter from them. However, I am attaching a letter dated January 24, 1955 from the J. W. Copeland Yard, advising that they will dispense with railroad car service for a period of 30 days commencing January 24, 1955 to allow for changing of the spur track and the construction of a bulkhead.

I believe these two letters, together with the agreement between the State Highway Commission and the Union Pacific Railroad Company should be sufficient to permit you to remove the existing spur track, so that the necessary grading can be completed without further delay. We would appreciate you expediting this work as much as possible.

Yours very truly,

A G Skelton
A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. C. Williams ✓
C. W. Enfield
D. J. Barbee

February 8th:

Mr. Kidder advised us today that they would start tomorrow, February 9th, on the removal of this spur track. He met today with the Copeland Lumber Company people, and I believe the spur track matter is now completely in the clear.

A.G.S.

FORM E-197X 2M 9-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P.O. BOX 4699, PORTLAND 2, OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

PHONE: EM 2125

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FOR FILING

Cross Referenced To:

NOTED
W. C. WILLIAMS

February 4, 1955

J. W. Copeland Lumber Yard
4204 N. E. Clackamas Street
Portland, Oregon

Attn: Mr. Dale Lawrence, Manager

Dear Mr. Lawrence:

The Oregon State Highway Commission has awarded a contract for the improvement of a portion of the Banfield Expressway in Portland, Oregon, a portion of which contract involves the removal and relocation of the Union Pacific Railroad Company's spur track serving your lumber yard and also the Drake Lumber Company. This work will be accomplished with the cooperation of the Union Pacific Railroad Company.

It is desirous of causing the immediate removal of the present railroad spur, so that the grading may be done for the laying of the relocated spur track. The Union Pacific Railroad Company has requested that we obtain from your concern your consent for the removal of the existing spur track, and a release whereby the J. W. Copeland Yards will release the Union Pacific Railroad Company from all claims for damage, or any loss or inconvenience suffered by the J. W. Copeland Yard during the time that you are without service of a spur track during the removal and relocation of this spur track.

Barring unforeseen and unexpected difficulties, the removal and relocation of this spur track can be completed within approximately 30 days, and should the J. W. Copeland Yards suffer any additional expense for cartage or drayage during the period of removal and relocation of the spur track, and resulting from the same, which expense for cartage and drayage is in excess of that expense to which the J. W. Copeland Yards would have been subject had the spur track been available for use of the J. W. Copeland Yards, then the Oregon State Highway Commission shall reimburse the J. W. Copeland Yards the amount of such additional expense for cartage or drayage.

If the J. W. Copeland Yards finds it necessary to either receive or send out any large shipment during the period of construction when no spur track will be available for service of the J. W. Copeland Yard, it is requested that you advise myself at the division office of the Oregon State Highway Department, 9200 S. E. McLoughlin Boulevard, Portland, Oregon, telephone EV 1-6516, concerning the same as far in advance of the time of shipment as possible, so that we may cooperate with you in keeping any additional expense of cartage or drayage at a minimum.

To meet the requirements of the Union Pacific Railroad Company, it is respectfully requested that the J. W. Copeland Yards prepare a letter, addressing the same to the Union Pacific Railroad Company, in which letter the J. W. Copeland Yards will consent to the removal and relocation of the spur track to serve the J. W. Copeland Yards, and also release the Union Pacific Railroad Company from all claims for damages or loss of use of said spur track during the period of removal and relocation. We will appreciate your delivery of this letter to myself for forwarding to the Union Pacific Railroad Company. Your cooperation in meeting these requirements of the Union Pacific Railroad Company and thereby expediting the construction of this public improvement will be greatly appreciated.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: C. W. Enfield
W. C. Williams ✓
Forrest Cooper
Charles Peterson
D. J. Barbee

RECEIVED
FEB 2 1955
FOR FILING

W. C. Williams

FORM E-123 BOM REVISED 3-53

COMMISSION
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 1, 1955

Mr. Arthur H. Lewis
Attorney at Law
Public Service Building
Portland, Oregon

Re: State Highway Commission
v.
Drake Lumber Company
L-2108 R-20658
Unit No. 3 T. H. Banfield Expressway
R-20596

Dear Mr. Lewis:

The Oregon State Highway Commission has awarded a contract for the improvement of a portion of the Banfield Expressway in Portland, Oregon, a portion of which contract involves the removal and relocation of the Union Pacific Railroad Company's spur track serving the Drake Lumber Company, which work will be accomplished with the cooperation of the Union Pacific Railroad Company.

The contractor is desirous of causing the immediate removal of the present railroad spur so that the grading may be done for the laying of the relocated spur track. The Union Pacific Company has requested that we obtain from the Drake Lumber Company its consent for the removal of the existing spur track and a release whereby the Drake Lumber Company will release the Union Pacific Company from all claims or damage for any loss or inconvenience suffered by the Drake Lumber Company during the time that the Drake Lumber Company is without service of a spur track during the removal and relocation of the spur track.

I am advised by our Engineering Staff, that barring unforeseen and unexpected difficulties, that the removal and relocation of this spur track can be completed within approximately thirty days, and should the Drake Lumber Company suffer any additional expense for cartage or drayage during the period of removal and relocation of the spur track and resulting from the same which expense for cartage and drayage is in excess of that expense to which the Drake Lumber Company would have been subject had the spur track been available for use of the Drake Lumber Company, then the Oregon State Highway Commission shall reimburse the Drake Lumber Company the amount of such additional expense for cartage or drayage.

If the Drake Lumber Company finds it necessary to either receive or send out any large shipments during the period of construction, when no spur track will be available for service of the Drake Lumber Company, it is requested that you advise this office or Mr. A. G. Skelton, Division Engineer, Oregon State Highway Department, 9200 S. E. McLoughlin Blvd., Portland, Oregon, concerning the same as far in advance of the time of shipment as possible so that we may cooperate with you in keeping any additional expenses of cartage or drayage at a minimum.

To meet the requirements of the Union Pacific Railroad Company it is respectfully requested that the Drake Lumber Company prepare a letter addressing the same to the Union Pacific Railroad Company, in which letter the Drake Lumber Company will consent to the removal and relocation of the spur track to serve the Drake Lumber Company, and also release the Union Pacific Railroad Company from all claims for damages for loss of use of said spur track during the period of removal and relocation. We will appreciate your delivery of this letter to my office for forwarding to the Union Pacific Railroad Company.

Your cooperation and the cooperation of the Drake Lumber Company in meeting these requirements of the Union Pacific Railroad Company and thereby expediting the construction of this public improvement will be greatly appreciated.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:aj
cc - Charles Peterson
W. C. Williams
Forrest Cooper
A. G. Skelton
J. Barbee

8

RECEIVED
DEC 17 1954
FOR FILING

December 16, 1954

Gibbons & Reed Co.
525 West 9th North
Salt Lake City, Utah

Gentlemen:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from November 30, 1954 to February 28, 1955 within which to complete your contract No. 4053, for grading on the 42nd Ave.-92nd Ave. Section of the T. H. Banfield Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible]. C. Skelton
Division Engineer

[illegible]. J. Barbee,
Resident Engineer

[illegible]. G. Smith,
Construction Engineer

RECEIVED
DEC 6 - 1954
FOR FILING

5

December 3, 1954.

Request for extension of time
No. 28
December 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Gibbons and Reed for an extension of time on the [illegible] Avenue-72nd Avenue Section, grading, contract No. [illegible], from November 30, 1954 to February 28, 1955.

The only work remaining is the installation of some sewer pipe, which must wait removal of the falsework under the [illegible] Avenue structure, and the construction of a small wall and some short sections of curb and guardrail.

The contractor has prosecuted this project very satisfactorily in view of the extremely wet weather, and I recommend that the extension be granted without penalty. Mr. F. B. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. H. G. Smith

hi

RECEIVED
DEC 1 - 1954
FOR FILING

-39 (7)

November 30, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the 42nd Avenue-92nd Avenue Grading Contract No. 4053, Oregon BFI-323 (7), from November 30, 1954 to February 28, 1955, to Gibbons and Reed, contractors.

The only work remaining is the installation of sewer pipe which must wait on the removal of some false work under the 60th Avenue structure, and the construction of a small wall and some short sections of curbs and guard rail.

The contractor has prosecuted this project very satisfactorily in view of the extremely wet weather, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

FORM E-126 90M REVISED 2-

[illegible]

FOR FILING

[illegible]

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

November 12, 1954

Wood, Matthiessen, Wood & Tatum
Attorneys and Counselors
1310 Yeon Building
Portland 4, Oregon

Verlin E, McCarthy and Sam Danna
vs. Gibbons and Reed, Inc.
United Builders, Inc., and
Warren Northwest, Inc. No. 219939
Our file Nos. L-2301, L-2293

Gentlemen:

Your letter of October 26, 1954, relative to the above entitled case has been received, and in reply to your question this is to assure you that every effort will be made to have the State's condemnation case brought to trial ahead of the trespass action presently pending against your clients.

As to your second question in regard to whether the State proposes to attempt to have the question of damages, both actual and punitive, settled in the condemnation proceeding, we can say that if our theory of the law is upheld the compensation for the taking to be assessed by the jury in the condemnation case is all to which McCarthy and Danna are entitled.

You will note in Tomasek v. Oregon State Highway Commission 196 Ore. 120,147 where the Court said "it is not necessary for the State to proceed first by condemnation proceedings in order to perfect its right to take." A Washington Court was also quoted therein a s follows: "if the State, or its agent, in the prosecution of a public work, takes no more than is necessary and prosecutes its work without negligence, it is neither a trespass nor a tort feasor." Our theory is that where the State has begun the proper statutory preceedings to assess compensation, and they are still pending and constitutionally adequate, the land owner cannot bring an action at Common Law for the same damages. See Am. Jur. P 1023, Eminent Domain, Sec. #380.

I must, however, caution that the State's condemnation action is limited to the area described therein and being a portion only of lots 2 and 3, Block 1, Katherine Addition (particular description attached). This is the area provided by the plans for use on the contract which was awarded to Gibbons and Reed, Inc. It will not, of course, cover the area outside of that specified in the contract and used by the Contractor.

RECEIVED
FOR FILING

[illegible]

[illegible]

FORM E-123 50M REVISED 2-[illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 12, 1954

Wood, Matthiessen, Wood & Tatum
Attorneys and Counselors
1310 Yeon Building
Portland 4, Oregon

Verlin E. McCarthy and Sam Danna
vs. Gibbons and Reed, Inc.
United Builders, Inc., and
Warren Northwest, Inc. No. 219939
Our file Nos. L-2301, L-2293

Gentlemen:

Your letter of October 26, 1954, relative to the above entitled case has been received, and in reply to your question this is to assure you that every effort will be made to have the State's condemnation case brought to trial ahead of the trespass action presently pending against your clients.

As to your second question in regard to whether the State proposes to attempt to have the question of damages, both actual and punitive, settled in the condemnation proceeding, we can say that if our theory of the law is upheld the compensation for the taking to be assessed by the jury in the condemnation case is all to which McCarthy and Danna are entitled.

You will note in Tomasek v. Oregon State Highway Commission 196 Ore. 120,147 where the Court said "it is not necessary for the State to proceed first by condemnation proceedings in order to perfect its right to take." A Washington Court was also quoted therein a s follows: "if the State, or its agent, in the prosecution of a public work, takes no more than is necessary and prosecutes its work without negligence, it is neither a trespass nor a tort feasor." Our theory is that where the State has begun the proper statutory preceedings to assess compensation, and they are still pending and constitutionally adequate, the land owner cannot bring an action at Common Law for the same damages. See Am. Jur. P 1023, Eminent Domain, Sec. #380.

I must, however, caution that the State's condemnation action is limited to the area described therein and being a portion only of lots 2 and 3, Block 1, Katherine Addition (particular description attached). This is the area provided by the plans for use on the contract which was awarded to Gibbons and Reed, Inc. It will not, of course, cover the area outside of that specified in the contract and used by the Contractor.

You will note that the complaint in the trespass action alleges a trespass upon Lots 2, 3, 4, 5, 6, 7 and 8, Block 1, Katherine Addition, and our information is to the effect that the contractor did make some use of the area outside of the portion of Lots 2 and 3 specified. The State Highway Commission has no responsibility for acts of trespass committed outside of the area specified in the contract and condemnation complaint.

Within the limitations placed upon us by law, however, we will extend to you the fullest cooperation of this office.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

GER:MH
encl. (1)
cc - Ben R. Chandler
Charles K. Reynolds
M. K. McIver
Robert Y. Thornton
R. H. Baldock ✓
L. I. Lindas

RECEIVED
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October [illegible], 1954

[illegible]
Attorneys and Counselors
1310 Yeon Building
Portland 4, Oregon

Re: [illegible]
v.
[illegible], Inc., et al.

Attention: Mr. John [illegible]

Gentlemen:

You will recall that by letter dated September 7, 1954, you forwarded to us your file relative to the above case so that this office might take part in the defense of Warren Northwest, Inc.

As you were advised by letter dated September 11, 1954, the attorney general expressed some doubt as to the legal authority for this office undertaking the defense. I regret to advise that the attorney general has this date ruled that under the statutory duties and limitations set forth in the Department of Justice Act, the office of the attorney general has no legal authority to appear and represent Warren Northwest, Inc., in the above case. Inasmuch as the members of this office are members of the Department of Justice, and subject to the control and jurisdiction of the attorney general, we will not be able to undertake the defense of Warren Northwest, Inc.

I am returning herewith your file concerning the matter. While we will be unable to take any active part in the defense of the case, we will be most happy to give you any information or assistance which you may need and will extend to you the fullest cooperation of this office.

Yours very truly,

C. W. Enfield
Chief Counsel

CWE:[illegible]
cc - Warren Northwest, Inc.
Ben R. Chandler
Charles H. Reynolds
M. K. McIver
Robert Y. Thornton
R. H. Baldock
Leonard [illegible]

RECEIVED
SEP [illegible]
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1954

SUBJECT: Agreement - OWR&N and UP RR Co.
N. E. 42nd Avenue to N.E. 92nd Avenue
Unit #3, Banfield Expressway

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. H. G. Smith (2)
Mr. E. A. Collier (2)
Mr. A. G. Skelton (2)

RAILROAD COMPANIES
FILE NO. 438

Gentlemen:

Herewith I hand you copy of agreement between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and State of Oregon, by and through its State Highway Commission, covering highway and bridge construction and railroad relocation on the N. E. 42nd Avenue to N.E. 92nd Avenue Section (Unit #3) of the T. H. Banfield Expressway.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

NOTED
W. C. WILLIAMS

RECEIVED

FORM E-30 25M 9-51 98318

[illegible]
[illegible]

AGENDA
SEP 23 1954
2-4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1954

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Mr. Glaisyer:

Please place on the agenda for the September 23rd and 24th meeting of the Highway Commission the following item:

Report on case of Verlin E. McCarthy v. Gibbons and Reed, Inc., and the defense of the action.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Robert L. May
ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh

FORM E-120 [illegible] REVISED 2-50

AGENDA
SEP 23 1954

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 17, 1954

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Charles H. Reynolds, Member
Oregon State Highway Commission
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, Member
Oregon State Highway Commission
255 S. W. Broadway
Portland 5, Oregon

Re: Report on case of
Verlin E. McCarthy
v.
Gibbons and Reed, Inc.
et al., L 2301

Gentlemen:

There will be on the agenda for your September 23rd and 24th meeting for your consideration a report of the above case. The facts relative to this matter are as follows:

In connection with the construction of the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway, it was necessary to acquire, in addition to other right of way, a leasehold interest owned by Verlin E. McCarthy and Sam G. Dana at the intersection of N. E. 82nd Avenue and N. E. Halsey Street in the City of Portland. It was also necessary to acquire a temporary easement from the same persons to be used as a detour route during the construction of a grade separation structure between N. E. 82nd Avenue and the T. H. Banfield Expressway. Proceedings for the condemnation of the leasehold interest were instituted and have been completed. With respect to the temporary easement, however, the filing of the complaint was deferred in order that the duration of the easement and the date of its commencement could be determined. The complaint for the condemnation of this easement was prepared prior to the award of the contract for the project, but was not filed pending determination of the date and duration of the easement. The contract was subsequently awarded to Gibbons and Reed Company on December 11, 1953. Through an oversight, the complaint for the condemnation of the temporary easement was not filed, although Gibbons and Reed Company proceeded with the construction project and utilized the property as a detour route.

Despite the fact that Gibbons and Reed, Inc., together with their subcontractors, Warren Northwest, Inc., entered upon the property included in the temporary easement as early as March 1, 1954, the owners of the property made no complaint and gave no notice. The owners of the property instituted an action in the latter part of July, 1954, demanding the sum of $6,800.00 as general damages, and the further sum of $10,000.00 as punitive damages by reason of the alleged trespass.

Mr. John D. Mosser, of the firm of Wood, Matthiesen, Wood and Tatum, attorneys for Warren Northwest, Inc., has advised this office that inasmuch as the trespass, if any, was made in compliance with the directions and specifications of the Oregon State Highway Commission, Warren Northwest, Inc., will look to the State for indemnity against any damages which may be assessed against it. The Corporation has further tendered to this office the defense of the action in so far as Warren Northwest, Inc., is concerned.

Upon being notified of the above circumstances our complaint for the condemnation of the temporary easement was immediately filed. In view of all of the circumstances, it is my opinion that this office should undertake the defense in behalf of Warren Northwest, Inc. Warren Northwest, Inc., was apparently acting in entire good faith and in reliance upon the directions of the Highway Commission and the assurance that the right of way for the project had been cleared. We have advised Warren Northwest, Inc., that this office will undertake the defense. It is requested that you approve this action and the further handling of the case.

This matter has been discussed with the Attorney General and I should state that Mr. Thornton has advised that he has some doubt as to the legal authority for this office to undertake the defense in behalf of the Corporation when the State is not named defendant. We are presently researching the question and are hopeful that we may obtain a favorable ruling from the Attorney General. In the meantime, however, we would like to proceed with the defense of the case.

Yours very truly,

C. W. ENFIELD
Chief Counsel

RLM:avh
cc - R. H. Baldock
H. B. Glaisyer
Robert Y. Thornton
Leonard Lindas

ROY TUCHBREITER
PRESIDENT

JOHN A. HENRY
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

RECEIVED
FOR FILING

May 25, 1954

State Highway Department
Salem, Oregon

Attn: Mr. H. B. Glaisyer, Secretary

Re: Bond #2071446
Gibbons & Reed Co. -to-
State of Oregon
Contract #4053 Banfield Expressway
Sec. 42nd ~~Ave.~~ to 92nd Ave.

Gentlemen:

This will acknowledge receipt of your letter of May 18, 1954 advising us that Heintz Construction Co., a supplier of United Builders, subcontractor of the above named principal, has filed a claim with the State Highway Department. So far as we know, our principal is financially responsible and able to take care of its own affairs without reference to the bond or interference by the surety. However, we have requested that this matter be given their attention.

Yours very truly,

Norbert A. Drake
Norbert A. Drake
Surety Claim Dept.

NAD/mg

RECEIVED
MAY 28 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FORM E-30 25M 8-51 52
FOR FILING

4053

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1954

SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

I note your letter of May 20, 1954 on the matter brought up by Mr. Toolson's letter to you re delays on the Banfield Expressway occasioned by the delay in securing City approval for moving the Montavilla team track.

I'm glad that you were able to get Commissioner Bowes to advance this matter on the schedule and hope that this will eliminate any necessity of working out a claim with Gibbons and Reed. However, I believe it would be well to follow up while the matter is clear in everyone's mind and see if it cannot be settled at this time rather than thrash it out at some future date when the facts and chronology have been clouded by time.

Please advise.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams ✓

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 20th, 1954
SUBJECT:

To:

Mr. R. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am enclosing herewith copy of a letter dated May 14th from Mr. A. V. Toolson, District Manager for Gibbons and Reed, addressed to D. J. Barbee. This concerns expected delay to their grading operations by the delay in completion of the team track near 92nd Avenue, which, in turn, holds up the removal of the existing Montevilla team track west of 82nd Avenue. I am also enclosing copy of D. J. Barbee's report of May 17th on this matter.

I have done what I can to expedite the zone change on the 92nd Avenue team track location, and saw Commissioner Bowes Monday to see if the time schedule we had gotten from the Planning Commission could not be stepped up. Mr. Bowes arranged for this matter to come up for final action by the City Commission on May 27th, which will permit the Union Pacific to start immediately after that date on their track installation. Under this schedule, it is not believed that Gibbons and Reed will be materially delayed by this team track change.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: D. J. Barbee

RECEIVED

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 17, 1954

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
Office

Dear Sir:

Am enclosing three copies of a letter from Mr. A. V. Toolson, District Manager of Gibbons and Reed Company, contractors on the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway, contract 4053.

The delay to which Mr. Toolson refers, would be in removing the material at the present Union Pacific Company team track. This material is to be hauled to the H-H line on the north side of the tracks and will have to be completed before the excavation is made at the south end of the N. E. 82nd Avenue structure.

The delay on moving the team track is due to the necessity for a zone change in the U.P. Company right of way at the new team track site. This change has been instituted by the City of Portland, but it will be about the 10th of June before the zone change is completed and the U. P. Company can start on construction work on the team track and removal of the present track. This work could not be completed before about the 20th of June.

The contractors equipment is now busy on the 92nd avenue- Fairview project and it is estimated that the work there will not be completed before about the 1st of June. The excavation in the present team track area would be the first work on moving the equipment to this job. The contractors operations are confined by the construction work in progress on the water conduits at N.E. 47th and N.E.60th Avenues.

The letter of January 11th, 1954 referred to by Mr. Toolson was in regard to the vacation of the building at N.E.82nd Avenue and Halsey Street. This building was vacated within one week after the date of February 1st, 1954 as stated in the specifications. This week extension was by agreement between the contractor and the occupant and no delay was occasioned due to this extra time.

Very truly yours,

D. J. Barbee

D. J. Barbee
Resident Engineer

NOTED
A. G. SKELTON

xx 2429

May 14, 1954

P.O. Box 4989
Portland 13, Oregon

Reference:
Contract No. 4053
T.H. Banfield Expressway
42nd-92nd Avenue Section

Mr. D.J. Barbee, Resident Engineer
Oregon State Highway Department
P.O. Box 4699
Portland 2, Oregon

Dear Sir:

Grading on the above referenced contract will be materially delayed until the area now occupied by the Union Pacific Railroad Company team track, stations 253 to 261, is vacated. We often accept, without protest, delays and disadvantages rather than risk becoming a nuisance because of repeated letters. But now, as in our letter of January 11, 1954, we feel that we cannot accept further delay without advising you of the complications which will arise.

In the above mentioned letter we stressed the necessity for moving excavated materials across 82nd Avenue without any delay. To this end we utilized all of the good weather, and much of the bad, during March and April to complete the grading on the new team track. This grading, which finally amounted to several times the plan quantities, was given priority over other important items of work. This caused considerable expense to be added to these items. Now there is no visible evidence that the new team track will be installed and the old one vacated for a period of weeks or probably, months.

Please refer to paragraph 7-4 of the General Specifications and Contract Agreement. We intend to request the compensation provided by this paragraph for the losses we will incur by reason of being delayed and impeded by the old team track.

Very truly yours

GIBBONS AND REED CO.

A.V. Toolson

A.V. Toolson
District Manager

AVT/rb

RECEIVED
MAY 1 9 1954
FOR FILING

May 18, 1954

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received from Heintz Construction Company, 2101 Northeast Union Avenue, Portland 11, a claim in the sum of 463.47 for labor, materials and equipment rental furnished to United Builders, Inc.

It appears that United Builders were operating as subcontractors for Gibbons and Reed Company on Contract No. 4[illegible] for work on the 42nd Avenue-[illegible] Avenue Section of the Banfield Expressway in Portland.

This information is furnished as your company appears as surety on the bond furnished with the contract mentioned.

Very truly yours

[illegible] Glaisner, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FQ:md

cc - Mr. Warner [illegible] Bruce
152 Denny Way
Seattle 9, Washington

Mr. A. Turnbull
7642 S. E. Flavel Street
Portland 6, Oregon

Gibbons & Reed Co.
225 West [illegible]th North
Salt Lake City, Utah

NOTED ON CARD
5/2[illegible]/54

RECEIVED
MAY 19 1954
FOR FILING

Files Lewis

May 18, 1954

R. A. Heintz Construction Co.
8101 N. E. Union Avenue
Portland 11, Oregon

Attention: Mr. E. H. Twietmeyer

Gentlemen:

Thank you for your letter of May 17th advising that the claim you have against United Builders is in connection with Contract No. 4053 awarded to Gibbons and Reed Company as the principal contractor. The claim will be noted in our records and we will advise the contractor and the surety that is has been received.

If you feel it necessary to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission, it might be well to file the claim with the Secretary of State. For your convenience in preparing such a filing we have attached an excerpt from the Oregon Laws outlining the necessary procedure.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:md
Attach.

NOTED ON CARD

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors

PHONE: TRinity 1172

8101 N. E. UNION AVENUE
PORTLAND 11, OREGON

May 17, 1954

4053

Mr. Floyd Query, Assistant Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Query:

In reply to your letter of May 14 with reference to our claim against United Builders, Inc., in the sum of $463.47, we wish to confirm that the rental and materials were furnished this company on the 42nd Avenue-92nd Avenue job for which Gibbons and Reed Co. is the prime contractor.

Very truly yours

R. A. HEINTZ CONSTRUCTION CO.

E H Twietmeyer
E. H. Twietmeyer

EHT:ch

RECEIVED
MAY 18 1954
OREGON
STATE HIGHWAY COMMISSION

5-17-54

May 14, 1954

R. A. Heintz Construction Co.
8101 N. E. Union Avenue
Portland 11, Oregon

Attention: E. H. Twietmeyer

Gentlemen:

We have your letter of May 13 to which was attached a copy of a claim against United Builders, Inc. in the sum of $463.47 for labor, materials and rental furnished them for work on the Banfield Expressway.

The 42nd Avenue-92nd Avenue job awarded to Gibbons & Reed Co. bears Contract No. 4053. The surety on this contract for the principal contractor is Continental Casualty Company. The agent is B. Turnbull, 7642 S. E. Flavel Street, Portland 6, Oregon.

We also have a contract No. 3851 awarded to United Builders, Inc. for an overcrossing on 92nd Avenue on the Banfield Expressway.

So that there may be no confusion as to which contract your claim pertains, would you please verify as to which one of these it should be. It appears that your claim applies to Contract No. 4053. We would like to verify this before notifying the surety and the contractor.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FAQ:mm

NOTED ON CARD

R. A. HEINTZ CONSTRUCTION CO.

Highway and General Contractors

PHONE: TRinity 1172

8101 N. E. UNION AVENUE
PORTLAND 11, OREGON

May 13, 1954

Oregon State Highway Department
Salem, Oregon

Re: Notice of claim against United Builders, Inc., Beaverton, Oregon (Subcontractor) for materials and services furnished on equipment used on 42nd Avenue-92nd Avenue Section of T. H. Banfield Expressway F.A.P. No. BF 1-323 (7).
REGISTERED MAIL

Gentlemen:

Notice is hereby given that we present herewith our claim in the amount of $463.47, as per copy of invoice attached, against the above described project, for materials and services furnished on equipment used by United Builders, Inc., Beaverton, Oregon, in the performance of its subcontract on this project.

Copies of this claim are being forwarded to the following and shall constitute notice of claim:

Gibbons and Reed, N. E. 68th & Halsey Sts., Portland, Oregon
Dooley & Company - Agent for General Casualty Co., Surety for United Builders, Inc., Board of Trade Building, Portland, Oregon
Continental Casualty Co., Surety for Gibbons and Reed, 910 S. Michigan Avenue, Chicago, Illinois
United Builders, Inc., P.O. Box 211, Beaverton, Oregon.

Very truly yours

R. A. HEINTZ CONSTRUCTION CO.

E H Twietmeyer

E. H. Twietmeyer

EHT:ch
Enclosure

NOTED ON CARD

RECEIVED
MAY 14 1954
OREGON
STATE HIGHWAY COMMISSION

INVOICE

HIGHWAY
and
GENERAL
CONTRACTORS

R. A. HEINTZ CONSTRUCTION CO.
211 N. E. COLUMBIA BLVD.
PORTLAND 11, OREGON
UKiah 2501

HEAVY
EQUIPMENT
RENTALS

United Builders
Box 211
Beaverton, Oregon

May 5, 1954
INVOICE NO. 1754
YOUR P. O. NO.

Repair tracks on Model 8 Northwest Dragline rented to you for use on Banfield Expressway. Repair due to excess wear resulting from too much walking of machine from one location to another:

Labor:			
Geo. Locken:			
April 19	8 hr.		
" 20	8		
" 22	6½		
Vernon Floren:			
April 20	8		
" 21	8		
	38½ hr @ 2.65		$102.03
Master mechanics:			
Chas Hubert:			
April 18 - Sunday 4 hr	8 hr.		
K. G. Morgan:			
April 20	8		
	16 hr. @ 3.00		48.00
			150.03
Payroll taxes & insurance 10%			15.00
			165.03
Materials:			
1 Bar 1¼" X 3" Flat 20 ft.	255 lb. @ 7.90	20.15	
6 Pcs 1 3/8" M.S. Round 17"	43 lb. @ 7.65	3.29	
Welding rod 1/4"	50 lb. @ .18	9.00	32.44
Rental of Welder - 2 days @ 8.00			16.00
Machine time lost due to repairs April 19, 20, 21 & 22 4/30 Mo. @ $1,850.00 per month			250.00
			$463.47

RECEIVED
FORM E-30 25M 9-51 82919
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1954

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Office

SUBJECT:

Railroad Agreement
T. H. Banfield Expressway
N.E. 42nd Ave.-N.E. 92nd
Avenue Section

Dear Mr. Williams:

Herewith I hand you for presentation to the State Highway Commission, original and first counterpart copy of proposed agreement with Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, lessee) and State of Oregon, by and through its State Highway Commission, covering highway and bridge construction and railroad relocation on the section of the T. H. Banfield Expressway between N.E. 42nd Avenue and N.E. 92nd Avenue in Multnomah County.

In handing this to you, I wish to call to your attention the additions which have been made to sub-paragraph (d) on page 12, and to sub-paragraphs (a) and (b) of Section 10 on page 16.

It is my opinion that the State Highway Commission has no power or authority to enter into indemnification agreements, and that the situation is only mitigated by Section 14 on page 18 which provides that there shall be no personal financial responsibility upon any member of the Oregon State Highway Commission, or their officers, agents or employees.

In a memorandum to you under date of May 5, Mr. G. S. Paxson points out that the agreement covers two contracts already awarded and another contract on which bids are to be opened at the coming meeting of the Highway Commission. If this were not the situation, I would be very reluctant to approve the form of the agreement, even as it has been corrected, and wish to particularly take this opportunity to point out to you the objectionable features of the instrument so that the Commission may be fully advised as to possible difficulties and claims which may ensue if the circumstances during construction are unfortunate.

F. QUERY

If the Commission executes the instruments, please return them direct to Mr. DeSouza for further handling.

Very truly yours,

C. W. ENFIELD
Chief Counsel

JWD:ap

cc R. H. Baldock
H. B. Glaisyer ✓
J. W. DeSouza

Ben R. Chandler
Charles H. Reynolds
M. K. McIver

FORM E-30 25M 9-51 52315

ORECON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

UFI - 303(7)

4053

5047

Salem, Oregon
May 5, 1954

SUBJECT:

Hold for [illegible] agreed by [illegible] May 12th

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams

I have read through the agreements between the Union Pacific Railroad Company and the State covering the 42nd-92nd Avenue Section in Portland. I have the following comments:

On page 2 under the paragraph headed "Third," it says that the temporary detours shall be used only for the purpose of diverting thereover public highway traffic. Actually, we are carrying city water lines on practically all of these temporary structures. These water lines are now in place, and the Railroad Company has not objected to them so I presume that it is not important that we now object to this provision.

On page 5 in the last paragraph, the Railroad Company reserves all mineral rights in the Railroad property conveyed to the State, but back on page 4 they require a fee simple title to the real property which we are conveying to them. The mineral rights probably do not mean anything, but it looks like a one-sided deal. Also, on page 5 under paragraph (b), the Railroad acknowledges some liens against the property which they are conveying to us as held by the trustee of the Railroad's refunding mortgage, but they only provide that they will request the trustee to release the property which they are conveying to us from this mortgage.

On page 14 under the section headed "Other Work To Be Done by Railroads," they tie the reimbursement to General Administrative Memorandum No. 299, but previously in the agreement they have provided for reimbursing them for many items in which no mention of G.A.M. 299 is made. I am not sure whether this section on page 14 would apply to all work or to only the work specifically covered in that paragraph.

All these comments are very minor, and I do not believe we will have any particular trouble under the agreement as written. We certainly should not hold up the execution of this agreement longer than is absolutely necessary, as the agreement covers two contracts already awarded and another contract on which bids are to be opened at the Highway Commission meeting next week.

I am sending these agreements back to Mr. Smith for his review.

G S Paxson
G. S. Paxson

Encls.
GSP:gm
cc H. G. Smith
C. W. Enfield

Form 2552
6-53-150M

UNION PACIFIC RAILROAD COMPANY

ON ENGINEER
bee Avenue
regon

APRIL 30, 1954

(File Ref. D 9016 - 32 - 14)

ay Engineer
t

NOTED
W. C. WILLIAMS

venue Section,
Expressway

originals of draft of ease-
t between the State of Oregon
ington Railroad & Navigation
oad Company) for captioned

understandings reached at the
st September, the conditions
l in granting occupancy of the
agreement and various dis-
orces.

ment and if satisfactory, ar-
of the Highway Commission,
after which both counterparts should be returned to me for submission to my principals. When the agreement is completed one fully-executed counterpart will be returned for your records.

Yours very truly,

E F Kidder
E. F. Kidder,
Division Engineer

PLEASE RETURN TO
W. C. WILLIAMS

encs.

3

ASSIGNMENT 25

Date: May 3, 1954 No. 5047 By wcw

Description: Letter from E. F. Kidder, Div. Engr., Union Pacific Rd. Co., Portland, dated April 30, transmitting duplicate originals of draft of easement and construction agreement between the State of Oregon and the Railroads for execution on behalf of the Highway Commission, if satisfactory.

Acknowledged by____ Referred to H. G. Smith ✓

- __ Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks: Review for engineering details and return for study by Legal Department.

PLEASE RETURN TO
W. C. WILLIAMS

Executed 5-10-54 Report Received 5-6-54

Form 2552
6-53-150M

UNION PACIFIC RAILROAD COMPANY

OFFICE OF DIVISION ENGINEER
2525 North Larrabee Avenue
Portland 12, Oregon

APRIL 30, 1954

(File Ref. D 9016 - 32 - 14)

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Baldock:

Re: 42d - 92d Avenue Section,
T. H. Banfield Expressway

Attached are duplicate originals of draft of easement and construction agreement between the State of Oregon and the Railroads (Oregon-Washington Railroad & Navigation Company - Union Pacific Railroad Company) for captioned section of the Expressway.

The agreement reflects understandings reached at the conference with Mr. Bailey last September, the conditions outlined by President Stoddard in granting occupancy of the right-of-way in advance of the agreement and various discussions with your Division forces.

Please review the document and if satisfactory, arrange for execution on behalf of the Highway Commission, after which both counterparts should be returned to me for submission to my principals. When the agreement is completed one fully-executed counterpart will be returned for your records.

Yours very truly,

PLEASE RETURN TO
W. C. WILLIAMS

EF Kidder

E. F. Kidder,
Division Engineer

encs.

3

RECEIVED
MAR 22 1954
FOR FILING
FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1954

SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

Dear Sir:

The subcontract between Gibbons and Reed Company, and Goodat Crane Service covering Item No. 51 on the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway, Contract No. 4053, Oregon BFI-323(7), is approved and you may so inform the interested parties.

This subcontract together with others approved on this section amounts to $347,498.00 based on the contract prices, and is approaching very close to the 50 percent limitation. Please be sure that no other subcontracts are permitted on this contract unless you are definitely certain that the limitation will not be exceeded.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams ✓
C. G. Polk (2)

FORM 2-126X 25M 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

4053

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 4, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the subcontract between Gibbons and Reed Company and Perkins Brothers on the 42nd Avenue-92nd Avenue Contract No. 4053, Oregon BFI-323 (7).

This is the fourth subcontract approved on this section with a total amount of $362,168.00 based on contract prices. This sum is in excess of the allowable 50% subcontracting allowance, but a review of the subcontract reveals that in the subcontract between Gibbons and Reed and Frank Kanehl, approved on January 8, 1954, under Items 14 to 21, inclusive, the item subcontracted was the installation, only, of concrete pipe. Using the prices on the subcontract for these items and bid prices for the balance of the items brings this contract to $143,194.00 instead of $169,694.00, as based on bid prices. This reduction of $26,500.00 makes the total subcontracted amounts $339,398.00, which is well under the allowable 50%.

Should you have any questions regarding any of these subcontracts, we will be happy to furnish whatever you might desire.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

cc W. C. Williams
A. G. Skelton

RECEIVED
FOR FILING
[illegible]
4053

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1954
SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. A. Q. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Dear Sir:

The subcontract between Perkins Bros. and Gibbons and Reed Company, covering Items 30, 32 to 35, inclusive, and 49, on the 42nd Avenue-92nd Avenue Contract No. 4053, Oregon BFI-323 (7), is approved, and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

cc W. C. Williams
2 - C. G. Polk

RECEIVED
MAR 19 1954
FOR FILING

March 3, 1954

Mr. C. S. Mulanax, Superintendent
Alarm Division, Portland Fire Department
55 S. W. Ash Street
Portland, Oregon

Dear Mr. Mulanax:

Reference is made to your letter of February 8, 1954 directed to the State Highway Commission, attention of Mr. A. G. Skelton, regarding the rearrangement of the Portland Fire Bureau fire alarm system along the T. H. Banfield Expressway between the Willamette River and 42d Avenue as is necessary because of the highway improvement.

You also mention that the Pacific Telephone and Telegraph Company must reconstruct its main conduits on the 21st Avenue Bridge, and you suggest that the relocation of the fire alarm system be performed at the same time as the Telephone Company does its work. You estimated the cost to rehabilitate the fire alarm system at approximately $7,000.

Your letter had the attention of the State Highway Commission at its meeting last week. The Engineer reported details, and he recommended that the Commission authorize reimbursement to the city in such amount. You will be pleased to know that the Commission approved the recommendation.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

FORM E-20 25M 9-51 53316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith copies of letters from A. G. Skelton, D. J. Barbee, and C. S. Mulanax, Superintendent of the Fire Alarm Division of the Portland Fire Bureau, requesting authorization for payment of the necessary rearrangement of their lines at 21st Avenue.

It is recommended that the necessary letter authorizing the payment of the expense by the State be issued to the City of Portland Fire Bureau.

Very truly yours,

H. G. Smith
Construction Engineer

by Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:js

Encl.

RECEIVED

FORM E-30 25M 9-51 53318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 11th, 1954
SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am enclosing herewith copy of a letter dated February 8, 1954 from Mr. C. S. Mulanax, Superintendent of the Fire Alarm Division of the Portland Fire Bureau. Mr. Mulanax advises that the re-arrangement of a portion of their lines could be done by the Telephone Company in connection with their crossing of 21st Avenue, which is the location of their main signal control station. I am also enclosing copy of D. J. Barbee's report of February 10th on this matter.

You will note from Barbee's letter that we have authorized the payment of necessary re-arrangement of the fire alarm system, particularly on the Steel Bridge connections, and I presume we will in this case. I believe in the past, Mr. Williams has written a letter of authorization to the city, which has been sufficient authority for them to procure the necessary material, and for their installations as they are required.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: D. J. Barbee

FORM E-30 25M 8-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon.
February 10, 1954.

SUBJECT: Relative to letter of Feb. 8, 1954 from Mr. C.S. Mulanax, Supt. of Fire Alarm Div, of City of Portland Fire Bureau.

To:

Mr. A. G. Skelton
Division Engineer
Office

Dear Sir:

Relative to a letter of Feb. 8,1954 from Mr. C.S.Mulanax, Superintendent of Fire Alarm Division of City of Portland Fire Bureau: I have gone over this matter with Mr. Mulanax and the estimated cost of their work, $ 6950.00, will cover the entire project from the river to N.E. 42nd Avenue.

The Pacific Telephone & Telegraph Co. are planning on spanning the railroad tracks east of the present 21st Avenue structure for a temporary system while this structure is being reconstructed and they expect to start this work in September. This estimate for revision of the Fire Bureau lines is based on the Telephone Company stringing temporary lines for the Fire Bureau. Mr. Mulanax informs me that the cost of this work will be materially increased if the Telephone Company does not do the work while they are doing their work in this vicinity.

Since it has been the policy for the Highway Commission to reimburse the Fire Bureau, as a City Departme nt, for work necessitated by our construction, would recommend that this work be authorized now so the materials can be ordered.

We plan to carry the detour structure for this structure along the west side of the present structure, so there will be no conflict with our work as planned.

Yours very truly,

D J Barbee

D. J. Barbee, Res. Engr.

cc

FORM A-86

1851

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC AFFAIRS
STANLEY W. EARL, COMMISSIONER

BUREAU OF FIRE

EDW. GRENFELL
CHIEF
55 S. W. ASH ST.

Feb. 8, 1954

NOTED
A. G. SKELTON

Staet Highway Commission
Mr. A. G. Skelton.

Dear Sir:

Referring to my letter of April 14, 1953.

The Pacific Telephone & Telegraph Company informs me they are going to begin the work of installing their temporary cables across Sullivans Gulch at N. E. 21st Ave. in September of this year.

It takes about six months to get delivery on signal cable so in order for us to have our temporary cables on hand for the Telephone Co. to install at the same time they install theirs, we must order it very soon.

Before the City Council will issue an order for the cable they want a written agreement that the Highway Commission will reimburse the City of Portland for the cost they are put to in rearranging the Fire Alarm signal cables crossing the bridge.

Since giving you an estimated cost, Apr. 14, 1953, the Telephone Company has revised their proposed temporary crossing cost and we have decided to use plastic sheathed cable instead of lead sheathed which materially reduces the overall cost.

The estimated cost is as follows and superseeds that given you April 14th.

Telephone Co. cost of installing temporary cables.	$250.00
Cost of temporary cables	1400.00
Cost of new permanent cables	4000.00
Conduit & Material	300.00
Labor	1000.00
Total	$6950.00

Yours truly

C. L. Mulanax

Supt Alarm Division
Portland Fire Dept.

RECEIVED
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

3-2-54

file

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design

Section: 42nd to 92nd Avenue
County: Multnomah Prefix: 26-1035
Length of Project: 2.95 Miles

Highway: Banfield Expressway
Res. Eng'r.: D. J. Barbee
Stations 135+00 to 290+25.42

DIMENSIONS IN INCHES

COMPUTED DESIGN				RECOMMENDED DETAIL OF BASE AND WEARING SURFACE						
Station to Station	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Select subgrade material	Surfacing in Place	Topping or Base	Leveling Course	Wearing Surface	Total Base etc. and Wearing Surface	Traffic
135+00 to 290+25.42	13"	2½"	15½	18½	0	0	2"	3½"	24"	Heavy

NOTE:

All service and connecting roads to have total base and wearing surface as above, where newly constructed. Where existing surface is left in place on side roads, additional wearing surface may be applied directly to the old surface.

Computed design of 15½" indicates 24" recommended an excess of material required. G M Harra

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer

3/2/54

Submitted by — Ass't. Construction Engineer

Recommended by — Construction Engineer

Recommended by — Engineer of Materials

Approved by — Deputy State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design Data Sheet

Section: 42nd Ave.-92nd Avenue
County: Multnomah **Prefix:**
Length of Project: 2.95 Miles

Highway: Banfield Expressway
Res. Eng'r.:
Stations: 135+00 to 290+25.42

Location				Soil Characteristics						Computed Thickness			
Station	Rt	C L	Lt	Depth	% Pass 200	L. L.	P. I.	R Value	% Silt	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Traffic
140+00				4'	70.6	28	9	30	47.9	20	4	24	Heavy
154+60				25'	7.1	23	0	72		13	2½	15½	"
172+70	3			20.2'	3.7	24	0	77		13	2½	15½	"
178+50	33			4-22	4.9	24	0	82					
181+00				27-30	10.4	22	0	79	6.9	13	2½	15½	"
184+70		x		4-18	1.8	20	0	80		13	2½	15½	"
188+20				40'	15.4	19	0	62	7.3	13	2½	15½	"
194+50	40			4-8'	2.6	35	2	68		13	2½	15½	"
228+50				3-6'	18.2	31	5	68		13	2½	15½	"
"				6-7.5	2.8	31	7		2.3	13	2½	15½	"
245+70				3-5'	4.3	30	2	74	3.2	13	2½	15½	"
254+50	43			14.2	4.2	23	0	82		13	2½	15½	"
255+00				8.0	18.2	30	6	52	13.2	13	2½	15½	"
265+00				3-10'	8.7	32	7	38	6.4	13	2½	15½	"
"				10-14	27.3	30	5	38	18.5	13	2½	15½	"

SELECTED SUBGRADE MATERIAL

Station	Rt	C L	Lt	Depth	% Pass #40	L. L.	P. I.
L 266+50					4.1	38	6
L 265+00	30			- 6'	4.6	36	6
L 264+50			10'	- 5'	4.2	34	5
L 263+25				-15'	5.9	24	2
L 263+25	35			- 8'	6.3	35	3
L 263+25	30			-12'	3.0	29	5
L 262+75			35'	-20'	3.7	35	11
L 178+50			23'	- 6'	6.2	21	0
L 178+50	8			- 5'	9.2	26	0
L 178+50	32			- 5'	11.0	26	0

The liquid limits in relation to total material passing the 40 mesh screen, lies below the maximum acceptable limit **tentatively** considered by this office. The material is satisfactory for use as base.

RECEIVED

FORM E-30 28M 9-51 82315

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 1st, 1954

SUBJECT:

[illegible]

40 5

W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer
Salem, Oregon

Dear Sir:

Some time ago you asked that we submit a detailed report on the matter of our encroachment agreement with the Union Pacific Railroad on the T. H. Banfield Expressway, particularly the 42nd Avenue-92nd Avenue Section. We submitted a report on this last summer, and I am enclosing herewith a copy of D. J. Barbee's report of December 4th, which carries the chronological outline of work on this encroachment agreement from the Willamette River to 92nd Avenue, from the date of our earlier report of August 1953 to December 4, 1953.

Yours very truly,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: H. G. Smith
D. J. Barbee

Dec. 4, 1953

Encroachment Map T. H. Banfield Expressway

Chronological outline of work on encroachment map from Willamette River to 92nd Avenue on the T. H. Banfield Expressway with particular reference to 42nd Avenue - 92nd Avenue Section, supplement to outline of August 3, 1953.

On August 3, 1953 additional cross-sections of the original ground between N. E. 47th Avenue and N. E. 53rd Avenue north of the railroad tracks were sent to Mr. Baysinger at his request.

On September 11, 1953 a letter was received from the Salem office including a copy of a letter from Mr. D. J. Callahan of the Union Pacific requesting a change in the right of way for the railroad company between N.E.47th and N.E.53rd Avenues. This matter was checked into and several conferences were held with Mr. Baysinger of the railroad company in a effort to get enough information on their right of way alignment to conform to this request. A complete summary of this matter was written to Mr. Skelton on September 17, 1953.

A copy of a memorandum on a conference between engineers of the Oregon State Highway Commission and officials of the Union Pacific Railroad Company was received on September 24, 1953. Among the articles agreed to at this conference was No.8 dealing with the Montavilla Team Track and No. 10 dealing with revisions to description of property to Railroad Company in vicinity of Providence Hospital by providing proper ties to description at each end. Work on these two articles was started and the ties requested were sent to the Division Engineer who in turn sent them to the Salem office.

On October 8,1953 an additional encroachment Map was sent to Mr. Baysinger of the Railroad Company as he had requested.

On October 30th word was received from Salem to check into the possibility of moving the proposed railroad revision about 13 feet farther south at 47th Avenue to permit leaving in the existing north abutment of the 47th Avenue structure and also to permit two tracks to the north of the main line and one to the south. The Bridge Department was advised later that day that such a plan was feasible as far as railroad alignment was concerned.

On November 2, word was recieved to go ahead with the new railroad revisions, which required additional field work in tying in the tracks as far west as N.E.42nd Avenue. These ties were completed and the revised alignment was calculated on November 5th when Mr. Skelton arranged a conference for November 9th with Mr.Kidder of the Union Pacific. On November 9th Mr. Skelton and Barbee met with Mr. Kidder, Mr. Kidder approved the change and requested three prints showing these changes of alignment. Mr. Baysinger was not present at this conference.

During the first part of the week of November 2, the Railroad company requested that the property to be transfered from the State to the railroad be described by metes and bounds instead of a center line description as previously submitted. This request was modified after a conference and ties between the center line description and block corners was furnished the railroad company which seemed to satisfy them.

On November 13th, Mr. Sturmer took the 3 mapsof the revised alignment, as requested by Mr. Kidder, to Mr. Baysinger who stated that he must have 4 maps. At this time he also requested considerable additional data such as revised sections, the location of future wall if southerly track is to be constructed, the location of present and proposed abutments of the 47th Avenue structure, the future tracks, the revised Western Electric spur track and the fence along the Western Electric

Property west of 47th Avenue. He also requested these be shown either on the original tracing of the encroachment map or on a seperate tracing so that a transparency could be furnished the railroad.

On November 16th Mr. Skelton and Barbee had a conference with Mr. Kidder and Baysinger relative to the above requested data as it was felt that to fulfill all requests would take too long a time. These requests were modified to a considerable extent and the required information and changes were placed on white prints and taken to Salem on November 17th by Mr. Barbee. The requested changes and additions were placed on the tracing by the Salem office and returned here for checking the morning of November 20th. The tracing was checked and a few corrections made and tracing was returned to Salem on the afternoon of the 20th by messenger. On November 23rd five prints were received from Salem, these were checked and the encroachment areas colored and four prints taken to the Union Pacific office the afternoon of November 23rd by Mr. Barbee. Neither Mr. Kidder or Mr. Baysinger were in at the time. Mr Baysinger was phoned the morning of November 24th to make sure he had received the maps.

On November 30th, Mr. Baysinger called relative to some minor discrepancies in stationing and length of spirals. He also stated that discriptions of property to the railroad for right of way, both at 47th-53rd and for team track at 91st should include the area of City streets. He was informed that inasmuch as the City streets, had not been vacated as yet, they could not be deeded by the State. It was agreed that since this was just an agreement with the railroad that the streets would be included but deeds to the property would wait on vacation of these streets by the City.

The minor changes as above were made and taken to Mr. Baysinger by Mr. Shaw on December 1st who was instructed to stay with Mr. Baysinger and go over the whole matter and attempt to iron out any questions that might arise while he was there. Mr. Shaw also took a description of property to be required by the railroadcompany for the team track at N.E. 91st Avenue,

Apparently everything meets with the approval of the railroad company, as we have not heard from them for three days relative to this agreement.

RECEIVED
MAR 2 1954
FOR FILING

February 26, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In preliminary sketches and in grading plans relating to the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway, the indication has been that the median strip between paved roadways would have a width of six feet.

The six-foot width was adopted when it was intended to use center piers in undercrossings of intersecting roads and streets, in which event a width less than six feet would be quite inadequate. Since that time, the plan of using center piers has been abandoned and undercrossing structures are being constructed to span, with a single opening, the whole of the four-lane roadway. With this change in undercrossing design, the need for a six-foot width in the median strip no longer obtains, and we propose to reduce that width to four feet. No reduction in overall width of roadway is contemplated as the saving of two feet can be utilized to advantage in the width of pavement and shoulder.

We trust that this change in design will meet with your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

RECEIVED
FEB .. 1954
FOR FILING

February 19, 1954

Oregon State Highway Commission

Gentlemen:

In the construction of that portion of the Banfield Expressway between the Willamette River and 42nd Avenue, there are several electrical installations connected with the Portland Fire Bureau fire alarm system. Also, the Pacific Telephone and Telegraph Company must reconstruct its main conduits on the 21st Avenue bridge and it plans on starting the construction of a temporary system this September so that it will be well in the clear by the time construction is started on the bridge revisions.

The Portland Fire Bureau advises that work on its fire alarm system can be more economically done if performed at the same time as the Pacific Telephone and Telegraph Company does its work.

The estimated cost to rehabilitate the fire alarm system is $7,000. In accordance with its prior agreements with the City, the State has paid the cost of such changes on facilities city-owned. The City is requesting assurance from the State that it will be reimbursed for the cost of rearranging the fire alarm system, and I recommend that you authorize me to advise the City that the State will reimburse the City for the work, estimated to cost $7,000.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. C. H. Maison

WCW:me fp

Oregon State Highway Department

Federal Aid Project
No. BFI-323 (7)

42nd-92nd AVENUE SECTION OF THE BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 22, 1954

Type Code 0011
Roadway (Sta. 135+00 to Sta. 290+25.42)(Contract No. 4053)

All Required		Clearing and Grubbing		$ 21,900.00
9,400	sq. yds.	Removal of Walks and Driveways	$ 0.35	3,290.00
10,400	sq. yds.	Removal of Pavement	0.35	3,640.00
5,900	lin. ft.	Removal of Curbs	0.15	885.00
20	only	Removal of Catch Inlets	5.00	100.00
3	only	Removal of Manholes	100.00	300.00
740	lin. ft.	Removal of Monolithic Concrete Sewer	3.15	2,331.00
21,600	cu. yds.	Structural Excavation, Unclassified	3.00	64,800.00
474,000	cu. yds.	General Excavation, Unclassified	0.42	199,080.00
1,470,000	yd. sta.	Short Overhaul	0.01	14,700.00
106,600	C-yd. sta.	Long Overhaul	0.40	42,640.00
2.93	miles	Finishing Roadbed and Slopes	2,000.00	5,860.00
9,500	lin. ft.	Rounding Cutbanks	0.20	1,900.00
7,000	lin. ft.	8-inch Sewer Pipe	1.60	11,200.00
4,300	lin. ft.	10-inch Sewer Pipe	2.10	9,030.00
1,500	lin. ft.	12-inch Sewer Pipe	2.30	3,450.00
1,800	lin. ft.	15-inch Sewer Pipe	2.90	5,220.00
3,100	lin. ft.	18-inch Sewer Pipe	3.50	10,850.00
100	lin. ft.	18-inch Reinforced Sewer Pipe	4.30	430.00
800	lin. ft.	24-inch Reinforced Sewer Pipe	6.30	5,040.00
180	lin. ft.	60-inch Reinforced Sewer Pipe	22.50	4,050.00
430	lin. ft.	Extra For Installing Pipe Under Pavement	5.00	2,150.00
470	cu. yds.	Class "A" Concrete in Sewers	70.00	32,900.00
6,700	lbs.	Metal Reinforcement	0.125	837.50
22	only	Concrete Manholes, 3 to 5 Feet Deep	175.00	3,850.00
18	only	Concrete Manholes, 5 to 10 Feet Deep	220.00	3,960.00
10	only	Concrete Manholes, 10 to 20 Feet Deep	295.00	2,950.00
10	only	Drop and Special Manholes	565.00	5,650.00
5	only	Reconstruction of Manholes	115.00	575.00
114	only	Concrete Catch Basins	75.00	8,550.00

6	only	Adjustment of Manholes	$ 70.00	$ 420.00
1	only	Adjustment of Catch Inlets	50.00	50.00
145	cu. yds.	Concrete Curbs	44.00	6,380.00
20	sq. yds.	Concrete Driveways	4.70	94.00
950	sq. yds.	Concrete Walks	3.80	3,610.00
680	lin. ft.	Metal Guard Rail, Optional Posts	3.20	2,176.00
3	only	Corrugated Metal Sight Posts	6.00	18.00
600	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	3.70	2,220.00
1,250	M-gal.	Sprinkling	2.30	2,875.00
60	cu. yds.	3/4" - 0 Material in Binder Course	5.25	315.00
10	tons	RC-3 Asphalt in Binder Course	42.00	420.00
1,650	tons	Class "B" Asphaltic Concrete	6.30	10,395.00
12,250	lin. ft.	Furnish Untreated Piling	0.50	6,125.00
350	only	Drive Piles	47.00	16,450.00
1,400	lin. ft.	Trestle Superstructure	56.00	78,400.00
71	M-FBM	Untreated Lumber in Place	200.00	14,200.00
All Required		Construct Steel Span at 47th Avenue		7,650.00
All Required		Construct Steel Span at Halsey Street		2,500.00
870	cu. yds.	Class "A" Concrete	48.00	41,760.00
137,000	lbs.	Metal Reinforcement	0.115	15,755.00
All Required		Remove Old Bridge at 47th Avenue		9,000.00
All Required		Remove Portion of 82nd Avenue Structure		1,200.00
All Required		Remove Retaining Walls		8,300.00
			Subtotal	$702,031.50
			10% Engr. & Cont.	70,203.15
			Total	$772,234.65

Length of Roadway	2.927 miles
Length of Structures	0.018 mile (Exceptions)
Total Length	2.945 miles
Cost of Roadway per Mile	$263,831.44

Federal Funds- -	$478,000.00
State Funds- -	294,234.65
	$772,234.65

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951; Chap. 20, laws 1953

State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. BFI-323 (7)

42nd-92nd AVENUE SECTION OF THE BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications; not as a basis for project agreement.)

Salem, Oregon, October 15, 1953

Type Code 0010
Roadway (Sta. 135+00 to Sta. 290+25.42)

All Required		Clearing and Grubbing		$ 40,000.00
9,400	sq. yds.	Removal of Walks and Driveways	$ 0.60	5,640.00
10,400	sq. yds.	Removal of Pavement	0.90	9,360.00
5,900	lin. ft.	Removal of Curbs	0.45	2,655.00
20	only	Removal of Catch Inlets	35.00	700.00
3	only	Removal of Manholes	75.00	225.00
740	lin. ft.	Removal of Monolithic Concrete Sewer	3.00	2,220.00
21,600	cu. yds.	Structural Excavation, Unclassified	4.00	86,400.00
474,000	cu. yds.	General Excavation, Unclassified	.5 ~~0.45~~	~~213,300.00~~ 237000.00
1,470,000	yd. sta.	Short Overhaul	0.015	22,050.00
106,600	C-yd. sta.	Long Overhaul	0.45	47,970.00
2.93	miles	Finishing Roadbed and Slopes	1,200.00	3,516.00
9,500	lin. ft.	Rounding Cutbanks	0.20	1,900.00
7,000	lin. ft.	8-inch Sewer Pipe	1.15	8,050.00
4,300	lin. ft.	10-inch Sewer Pipe	1.35	5,805.00
1,500	lin. ft.	12-inch Sewer Pipe	1.75	2,625.00
1,800	lin. ft.	15-inch Sewer Pipe	2.10	3,780.00
3,100	lin. ft.	18-inch Sewer Pipe	2.75	8,525.00
100	lin. ft.	18-inch Reinforced Sewer Pipe	3.25	325.00
800	lin. ft.	24-inch Reinforced Sewer Pipe	4.50	3,600.00
180	lin. ft.	60-inch Reinforced Sewer Pipe	25.00	4,500.00
430	lin. ft.	Extra For Installing Pipe Under Pavement	4.00	1,720.00
470	cu.yds.	Class "A" Concrete in Sewers	100.00	47,000.00
6,700	lbs.	Metal Reinforcement	0.15	1,005.00
22	only	Concrete Manholes, 3 to 5 Feet Deep	200.00	4,400.00
18	only	Concrete Manholes, 5 to 10 Feet Deep	250.00	4,500.00
10	only	Concrete Manholes, 10 to 20 Feet Deep	350.00	3,500.00
10	only	Drop and Special Manholes	400.00	4,000.00
5	only	Reconstruction of Manholes	150.00	750.00

114	only	Concrete Catch Basins	$ 75.00	$ 8,550.00
6	only	Adjustment of Manholes	75.00	450.00
1	only	Adjustment of Catch Inlets	35.00	35.00
145	cu. yds.	Concrete Curbs	45.00	6,525.00
20	sq. yds.	Concrete Driveways	4.00	80.00
950	sq. yds.	Concrete Walks	4.00	3,800.00
680	lin. ft.	Metal Guard Rail, Optional Posts	3.50	2,380.00
3	only	Corrugated Metal Sight Posts	3.50	10.50
600	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	3.00	1,800.00
1,250	M-gal.	Sprinkling	2.50	3,125.00
60	cu. yds.	3/4" - 0 Material in Binder Course	4.00	240.00
10	tons	RC-3 Asphalt in Binder Course	55.00	550.00
1,650	tons	Class "B" Asphaltic Concrete	7.50	12,375.00
12,250	lin. ft.	Furnish Untreated Piling	0.80	9,800.00
350	only	Drive Piles	50.00	17,500.00
1,400	lin. ft.	Trestle Superstructure	70.00	98,000.00
71	M-FBM	Untreated Lumber in Place	225.00	15,975.00
All Required		Construct Steel Span at 47th Avenue		7,000.00
All Required		Construct Steel Span at Halsey Street		3,000.00
870	cu. yds.	Class "A" Concrete	75.00	65,250.00
137,000	lbs.	Metal Reinforcement	0.12	16,440.00
All Required		Remove Old Bridge at 47th Avenue		30,000.00
All Required		Remove Portion of 82nd Avenue Structure		5,000.00
All Required		Remove Retaining Walls		10,000.00

Subtotal	~~$857,906.50~~	881,606.50
10% Engr. & Cont.	~~85,790.65~~	88160.65
Total	~~$943,697.15~~	969,767.15

Length of Roadway 2.927 miles
Length of Structures 0.018 mile (Exceptions)
Total Length 2.945 miles
Cost of Roadway per Mile ~~$322,411.06~~
331,317.78

Federal Funds	~~$585,000.00~~	601,000.00
State Funds	~~358,697.15~~	368,767.15
969,767.15	$943,697.15	

Oregon State Highway Department

Federal Aid Project
No. BFI-323 (7)

82nd-92nd AVENUE SECTION OF THE BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications; not as a basis for project agreement.)

Salem, Oregon, October 15, 1953

Type Code 0010
Roadway (Sta. 135+00 to Sta. 290+25.42)

All Required		Clearing and Grubbing		$ 40,000.00
9,400	sq. yds.	Removal of Walks and Driveways	$ 0.60	5,640.00
10,400	sq. yds.	Removal of Pavement	0.90	9,350.00 93[illegible]
5,900	lin. ft.	Removal of Curbs	0.45	2,655.00
20	only	Removal of Catch Inlets	35.00	700.00
3	only	Removal of Manholes	75.00	225.00
740	lin. ft.	Removal of Monolithic Concrete Sewer	3.00	2,220.00
21,600	cu. yds.	Structural Excavation, Unclassified	4.00	86,400.00
474,000	cu. yds.	General Excavation, Unclassified	0.50	237,000.00
1,470,000	yd. sta.	Short Overhaul	0.015	22,050.00
106,600	C-yd. sta.	Long Overhaul	0.45	47,970.00
2.93	miles	Finishing Roadbed and Slopes	1,200.00	3,516.00
9,500	lin. ft.	Rounding Cutbanks	0.20	1,900.00
7,000	lin. ft.	8-inch Sewer Pipe	1.15	8,050.00
4,300	lin. ft.	10-inch Sewer Pipe	1.35	5,805.00
1,500	lin. ft.	12-inch Sewer Pipe	1.75	2,625.00
1,800	lin. ft.	15-inch Sewer Pipe	2.10	3,780.00
3,100	lin. ft.	18-inch Sewer Pipe	2.75	8,525.00
100	lin. ft.	18-inch Reinforced Sewer Pipe	3.25	325.00
800	lin. ft.	24-inch Reinforced Sewer Pipe	4.50	3,600.00
180	lin. ft.	60-inch Reinforced Sewer Pipe	25.00	4,500.00
430	lin. ft.	Extra For Installing Pipe Under Pavement	4.00	1,720.00
470	cu. yds.	Class "A" Concrete in Sewers	100.00	47,000.00
6,700	lbs.	Metal Reinforcement	0.15	1,005.00
22	only	Concrete Manholes, 3 to 5 Feet Deep	200.00	4,400.00
18	only	Concrete Manholes, 5 to 10 Feet Deep	250.00	4,500.00
10	only	Concrete Manholes, 10 to 20 Feet Deep	350.00	3,500.00
10	only	Drop and Special Manholes	400.00	4,000.00
5	only	Reconstruction of Manholes	150.00	750.00

114	only	Concrete Catch Basins	$ 75.00	$ 8,550.00
6	only	Adjustment of Manholes	75.00	450.00
1	only	Adjustment of Catch Inlets	35.00	35.00
145	cu. yds.	Concrete Curbs	45.00	6,525.00
20	sq. yds.	Concrete Driveways	4.00	80.00
950	sq. yds.	Concrete Walks	4.00	3,800.00
680	lin. ft.	Metal Guard Rail, Optional Posts	3.50	2,380.00
3	only	Corrugated Metal Sight Posts	3.50	10.50
600	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	3.00	1,800.00
1,250	M-gal.	Sprinkling	2.50	3,125.00
60	cu. yds.	3/4" - 0 Material in Binder Course	4.00	240.00
10	tons	MC-3 Asphalt in Binder Course	55.00	550.00
1,650	tons	Class "B" Asphaltic Concrete	7.50	12,375.00
12,250	lin. ft.	Furnish Untreated Piling	0.80	9,800.00
350	only	Drive Piles	50.00	17,500.00
1,400	lin. ft.	Trestle Superstructure	70.00	98,000.00
71	M-FBM	Untreated Lumber in Place	225.00	15,975.00
All Required		Construct Steel Span at 47th Avenue		7,000.00
All Required		Construct Steel Span at Halsey Street		3,000.00
870	cu. yds.	Class "A" Concrete	75.00	65,250.00
137,000	lbs.	Metal Reinforcement	0.12	16,440.00
All Required		Remove Old Bridge at 47th Avenue		30,000.00
All Required		Remove Portion of 82nd Avenue Structure		5,000.00
All Required		Remove Retaining Walls		10,000.00
		Subtotal		$881,606.50
		10% Engr. & Cont.		88,160.65
		Total		$969,767.15

Length of Roadway	2.927 miles
Length of Structures	0.018 mile (Exceptions)
Total Length	2.945 miles
Cost of Roadway per Mile	$331,317.78

Federal Funds	$601,000.00
State Funds	368,767.15
	$969,767.15

FORM E-30 25M 9-51 52313

[illegible]

40[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1954

SUBJECT: 42nd Street Pedestrian Overcrossing

To:

Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

We have made an estimate of the cost of building a pedestrian overcrossing of the Banfield Expressway which would connect with existing city sidewalks south of the Expressway and would join onto the sidewalk on the 42nd Street overcrossing of the railroad. Our estimate of cost for this project, including engineering and contingencies, is $10,000.

G. S. Paxson

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

Approved by Commission
1-27-53
WCW

RECEIVED
JAN 21 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

PLEASE RETURN TO
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 7, 1954

REFERRED TO
Paxson
BY DEPUTY STATE HIGHWAY

Check into this.
Cost of overpass - would
39th suffice instead - etc.
WCW.

Info furnished.
WCW

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

Dear Sir:

I am attaching copies of letters from Barbee and Skelton re the 42nd Avenue pedestrian overpass, Sullivan Gulch.

The gist of these reports is that the pedestrian overcrossing may be closed during the construction period but an alternate facility must be provided in our final plans.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc G. S. Paxson
A. G. Skelton

Encls.

RECEIVED
JAN 8 - 1954
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

FORM E-30 25M 9-51 82515

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 5th, 1954

To:
Mr. N. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

SUBJECT:

Attn: Forrest Cooper

Dear Sir:

Reference is made to your letter of December 30, 1953 and other correspondence concerning the status of the 42nd Avenue pedestrian overcrossing. I have discussed this matter on a number of occasions with Mr. Apperson, City Engineer, and today Mr. Barbee and I went over this entire matter in complete detail with both Mr. Apperson and Commissioner Bowes.

I am enclosing herewith copy of D. J. Barbee's report of December 18th, which concerns the problems involved in maintaining the temporary pedestrian overcrossing during the construction of the 42nd Avenue off ramp structure. This matter was also discussed with Mr. Apperson and Mr. Bowes today. It appears from Barbee's report that the maintenance of a pedestrian overcrossing at 42nd Avenue during the construction of the 42nd Avenue off ramp is expensive and would not be at all practical.

Both Mr. Bowes and Mr. Apperson feel definitely that a pedestrian overcrossing at 42nd Avenue should be included in our final plan. They feel that there would be very serious objection from this whole area, if this permanent pedestrian overcrossing were eliminated, and particularly the location of the school some 2 or 3 blocks south of the expressway, they feel requires a direct access for the children coming from north of the gulch. Both Mr. Apperson and Mr. Bowes agree to the elimination of this overcrossing during the actual construction of the 42nd Avenue structure, but want the new pedestrian crossing to be included in this project. They will discuss the matter of school children crossing with the school board, and see if arrangements can be made to handle these children during the construction.

Yours very truly,

A. G. SKELTON
Division Engineer

RECEIVED
JAN 6 1954
OFFICE OF
CONSTRUCTION ENGINEER

AGS:w
Encl.
cc: G. S. Paxson
D. J. Barbee

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon.
January 28, 1953.

Subject: Pedestrian question at N.E. 42nd Avenue.

To:

Mr. A. G. Skelton
Division Engineer
Office

Dear Sir:

There is a pedestrian question that will probably come up on the 42nd Ave.-92nd Ave. Section of the T.H.Banfield Expressway. This is at N.E. 42nd Avenue. There is at present a pedestrian over crossing of the U.P. railroad tracks at this location. This over crossing connects with existing streets on both sides of the railroad right of way.

Our plans call for removal of walks and pavement on N.E. 42nd Avenue south of the railroad property and it is the desire of the Contractor to remove all walks and pavement, to be removed, in the near future so the areas will be cleared when he starts grading next spring. I have requested that the walk leading to this pedestrian crossing be left in place for the time being.

Our plans also call for the letting of a contract in the spring for a N.E. 42nd Avenue structure, which will require the removal of the present over crossing.

There is considerable pedestrian use of this overpass by both shoppers in the Hollywood district and by school children that live north of the tracks and attend the Laurelhurst School. Laurelhurst school has informed me that there are about 10 chilren from the lower grades that use this route and that they have no count on the older ones.

I am sure that we will receive numerous complaints as soon as the present walk is removed and pedestrians either have to walk thru the mud or around by N.E. 47th Avenue.

We have not developed any plan for pedestrian traffic at this point. If it is thought warrented, any such plan should be co-ordinated with Bridge Department plans for caring for pedestrian traffic during the period of structural work in this vicinity.

[illegible]

Yours very truly,

D J Barbee

D.J. Barbee, Res. Engr.

CEIVED

FOR FILING

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1954

To: Mr. C. W. Enfield
Chief Counsel
OFFICE

SUBJECT:

NOTED
W. C. WILLIAMS

Dear Sir:

I hand to you herewith copy of a letter from Gibbons and Reed which has to do with removal of the old store building in the southwest quadrant at 82nd and Halsey Street. This building is occupied by a grocery store owned by Dana and McCarthy.

I want you to know that any delay in having this building vacated will seriously effect the prosecution of this contract. Therefore, I urge that everything be done to have it vacated not later than February 1.

Very truly yours,

H. G. Smith
Construction Engineer

By F W Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams

GIBBONS & REED CO.
CONTRACTORS
[illegible]

NEW ADDRESS
425 W[illegible]
[illegible]
Salt [illegible]

[illegible] 17, 19[illegible]

ADDRESS REPLY TO

[illegible]

[illegible]

Reference:
[illegible]
U.S. [illegible] Highway
[illegible] Ave.-[illegible] Ave. Section

Mr. [illegible]
Oregon State Highway Department
P.O. Box [illegible]
Portland [illegible], Oregon

Dear Sir:

Our contract for grading the [illegible] Avenue-[illegible] Avenue Section of the [illegible] Highway is [illegible] for completion on [illegible] 30, 19[illegible]. [illegible] in receiving award of the contract has eliminated all possibility of our meeting [illegible] of the schedule of performance [illegible] of the [illegible] more delay will [illegible] completion [illegible].

The [illegible] bridge and approaches at N.E. [illegible] bridge and the south [illegible] building located south of [illegible] to [illegible].

[illegible] specified to [illegible] not later than January 1, 195[illegible]. The [illegible] informs us that [illegible], compliance with this [illegible].

[illegible] our entire grading operation [illegible] expensive [illegible] our responsibility.

This letter is to [illegible] the Oregon State Highway Department [illegible].

Very truly yours,
GIBBONS & REED CO.

[illegible]

[illegible]
District Manager

[illegible]

RECEIVED
JAN 12 1954
FOR FILING

BF1-323(1)

4-23

January 12, 1954

Gibbons & Reed Co.
825 West 9th North
Salt Lake City, Utah

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4053, which was awarded to you on December 11, 1953 by the State Highway Commission, for grading on the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JAN 12 1954
FOR FILING

FORM E-30 25M 9-51 52319
BFI - (7)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1954

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontracts on the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway contract No. 4053, Oregon BFI-323 (7), have been approved and you may so inform the interested parties.

1. Between Gibbons & Reed Co. and Frank Kanehl, covering Items 7, 8, and 14 through 27.
2. Between Gibbons & Reed Co., and Warren Northwest, Inc., covering Items 38, 40, 41 and 42.
3. Between Gibbons & Reed Co., and United Builders, Inc., covering Items 43 through 48.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
FOR FILING

UNION PACIFIC RAILROAD COMPANY
OMAHA 2, NEBRASKA

B71-5-2 (7) A. E. STODDARD, PRESIDENT

January 6, 1954

315-0

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Department,
Salem, Oregon.

Dear Sir:

Thank you for your letter December 30, 1953, in connection with permit of entry on the 42nd Avenue-92nd Avenue section of the Banfield Expressway in Portland, copy of which is being forwarded to our Northwestern District officers for consideration and inclusion in draft of the final agreement now in the course of preparation.

Yours very truly,

A E Stoddard

NOTED
W. C. WILLIAMS

REFERRED TO
Williams
[illegible]

files

FORM E-20. 25M 9-51

BF1-323(7)

4053

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1953

SUBJECT:

To: H. B. Glaisyer
Secretary
Building

I enclose for your handling, a special power of attorney dated December 14, given by the Gibbons & Reed Company, to A. V. Toolson in connection with their contract #4053.

There is also attached the letter for transmittal from Gibbons & Reed Company, and the additional letter of transmittal from A. G. Skelton, Division Engineer.

C. H. Maison
Auditor

By: Carl F. Smith
Carl F. Smith
Claims Supervisor

Power of attorney filed in contract 1-7-54

CFS:cg

Enclosure

FORM E-30 25M 9-51 62215

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon
December 23rd, 1953

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

SUBJECT:

Dear Sir:

I am forwarding herewith copy of a letter received this date from Gibbons and Reed Company with attached special power of attorney for Mr. A. V. Toolson. This special power of attorney covers their contract No. 4053 on the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway.

You will note from their letter that all payment estimates and change orders be mailed to their Cascade Locks, Oregon address, which is Box 223, Cascade Locks. They also asked that checks for payments made to the company be sent direct to their home office at Salt Lake, which is P. O. Box 2429, Salt Lake City 10, Utah.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: D. J. Barbee

RECEIVED
DEC 24 1953
OFFICE OF
CONSTRUCTION ENGINEER

NEW ADDRESS:
825 West 9th North
P. O. BOX ~~1113~~ 2429
Salt Lake City 10, Utah

GIBBONS & REED CO.
CONTRACTORS
[redacted]

ADDRESS REPLY TO
[illegible]
[illegible]

[illegible]

Mr. A. G. Skelton
Division Engineer
[illegible] State Highway Department
[illegible]
[illegible]

Dear Sir:

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]
Robert C. Boggan
[illegible]

Encl.

RECEIVED
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

RECEIVED
DEC 31 1953
FOR FILING

December 30, 1953

Mr. A. E. Stoddard, President
Union Pacific Railroad Company
Omaha 2, Nebraska

Dear Sir:

I wish to thank you for your prompt action in connection with the permit of entry on the 42nd Avenue-92nd Avenue Section of the Banfield Expressway in Portland, which you transmitted to me under date of December 16, 1953.

The terms of the grant are in accordance with our correspondence and the conferences held with your people. It has occurred to me, however, that for purposes of clarification two or three items should be mentioned so that the final draft of the easement could reflect the following:

> Paragraph 6 on page 2 should be changed to read 92nd Avenue instead of 91st Avenue. This minor change was made to avoid conflict with zoning laws and has the approval of your Mr. Kidder.
>
> Referring to paragraph 9 on page 2, I suggest that the words "adequate distance" be clarified by stating that the Highway Commission will reduce its encroachment to a line 30 feet from the center of the main line track, or 20 feet from the southerly right-of-way line. The railroad right of way is 50 feet wide on the southerly side, and it was agreed, at our conference held with Union Pacific Railroad officials in Portland on September 21, 1953, that should it be necessary for future improvements on the railroad, the encroachment would be reduced to 20 feet.
>
> Under paragraph (b) on page 3, it is noted that "a regular protective property damage and liability insurance in the amount of $400,000" is to be provided by the contractor. Heretofore, it has been customary to provide a policy which insured in an amount of $200,000 for one occurrence, with a total liability of $400,000. I am wondering if the $200,000 - $400,000 feature was overlooked by inadvertence.

I note on the exhibit attached to the permit of entry that the entire structure now in place on 47th Avenue is to be removed and rebuilt. While it is probably a minor matter, our plans call for leaving the north abutment and wing walls in place. This procedure was approved by your Division Engineer, Mr. Kidder, and I merely call it to your attention to avoid misunderstanding.

The above items are all of a minor nature and I merely call them to your attention so that the final draft of the easement may reflect as nearly as possible the items worked out with your Portland office.

I appreciate the prompt attention that you have given to this matter which is of vital importance to the State of Oregon, and I want you to know that your local representatives have been very considerate and helpful in working out the complex details of this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. E. H. Bailey
Mr. W. C. Williams
Mr. G. S. Paxson
Mr. H. G. Smith

FC:js fp

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1953

SUBJECT:

To: Mr. Forrest Cooper
Asst. Construction Engineer
OFFICE

Dear Mr. Cooper:

Reference is made to your memorandum of December 24th with reference to Union Pacific permit of entry on the T. H. Banfield Expressway in Multnomah County. After discussing the matter with you on the telephone it seems that all of the questions involved are engineering matters on which there is no occasion to comment with one exception. This one exception relates to the amount of insurance to be provided to the Railroad Companies by the contractor or contractors involved.

I have discussed this over the telephone with Mr. F. J. Betz and it is his thought that paragraph (b) on page 3 possibly is an inadvertance, although at the time I talked to him he had not seen the letter from Mr. Stoddard and was in no position to make any definite statement as to just what is desired. He stated that in his opinion he had no reason to know why the customary insurance of $200,000 for any one occurrence, with a total liability of $400,000 during the policy period, should not be acceptable and considered in line with other insurance requirements on that particular section of highway.

Carbon copy of your memorandum, the letter of December 16, 1953, and the map thereto attached are returned herewith.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 3

cc: Mr. G. S. Paxson

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 24, 1953

SUBJECT:

To: Memo re Union Pacific Permit of Entry

Paragraph 6, Page 2, 91st Avenue should read 92nd Avenue.

Paragraph 9, Page 2, a question could arise over the word "adequate". The agreement with the Railroad Company was to the effect that the encroachment would be reduced to 30 feet from the center line of the track or 20 feet from the Railroad right of way line.

The future wall from Railroad Station 183+25 to Railroad Station 192+00 in the vicinity of 47th Street is indicated on the plan as being approximately 34 feet from the Railroad center line. The right of way is quite critical in this area and in accordance with our agreement with the Railroad, at our meeting September 21, 1953, this distance should be 30 feet.

Forrest Cooper

FC:js

Further comment The insurance provisions in section (b) on page 3 specify regular protective damage and liability insurance in the amount of $400,000. Our contract calls for the furnishing of the usual insurance policy to the railroad in the amount of $200,000/$400,000. I believe this is an oversight on the part of the railroad company as I have never seen a policy with one fixed amount. The plans show that the old 47th Avenue viaduct is to be completely removed. At the conference in which the railroad relocation was revised, it was agreed that the north abutment and wing walls would remain in place and would become part of the new structure.

G. S. Paxson

UNION PACIFIC RAILROAD COMPANY
OMAHA 2, NEBRASKA

A. E. STODDARD,
PRESIDENT

December 16, 1953

The Oregon State
Highway Department
Salem, Oregon

Gentlemen:

Reference is made to correspondence between representatives of the Oregon State Highway Department, our General Manager at Portland and Chief Engineer at Omaha concerning your request for an easement across property of Union Pacific Railroad Company for construction of T. H. Banfield Expressway, Portland, Oregon. It is understood that you have made application for formal instrument granting easements over the property and that this document is in the course of negotiation and preparation and will be completed at the earliest practicable date. In the meanwhile, it is necessary for the State Highway Department to have permission to occupy the property to permit awarding of contract or contracts for the highway work.

Pending delivery of the formal grant of easement, the Union Pacific Railroad Company hereby grants to you, the Oregon State Highway Department, your contractors or subcontractors, permission to enter upon the premises of the Railroad Company, the extreme limits of which are from N.E. 92nd Avenue on the easterly end to intersection of N.E. Halsey and N.E. 39th Avenue on the westerly end, as indicated on the enclosed print dated December 15, 1953, for the purpose of accomplishing the construction of the T. H. Banfield Expressway, subject to the following conditions:

1) All necessary changes in the Railroad Company's track and other facilities will be made by the Railroad at the sole expense of the State Highway Department and in accordance with plans approved by Union Pacific's Chief Engineer.

2) Where required, any and all additional right of way will be obtained by the State Highway Department and conveyed to the Railroad Company free and clear of all encumbrances.

3) All existing industry track turnouts will be continued to the new alignment at the expense of the State Highway Department.

4) All overhead structures will provide openings and clearances as meet the approval of the Union Pacific's Chief Engineer.

5) The State Highway Department will, at its own expense, relocate to the satisfaction of the Railroad's Chief Engineer, all of the existing sewer or water lines made necessary by the construction of the Expressway.

6) Montavilla team track will be relocated at the expense of the State north of the track and west of N.E. 91st Avenue.

7) Telegraph line will be relocated at the expense of the Highway Department on signal line along the northerly side of the right of way.

8) At sections where physical barriers between the highway and railroad will not exist, the State will place adequate metal type guard rail, the barrier to meet the requirements of the Railroad Company's Chief Engineer.

9) Where adequate distance is not provided between the highway and future track of the railroad, the State will, at its expense, when called upon, construct adequate retaining wall, the location and type of construction to meet requirements of the Railroad Company's Chief Engineer.

It is understood that the temporary use of the property is subject to all outstanding superior rights of lessees and licensees and the right of the Railroad Company to renew and extend same. It is understood and agreed that the Railroad Company does not warrant or agree to defend the State Highway Department in peaceful possession of the rights herein granted.

In the construction of the State Highway improvements, it is understood that the State Highway Department will take all reasonable precautions to prevent interruption of traffic moving on the tracks of the Railroad Company and to carry out the construction program in such a manner and at such times as shall not endanger or unduly delay railroad operations, and that all work performed by the State Highway Department or for its account on the Railroad Company's property will be performed in a manner satisfactory to the Chief Engineer of the Railroad Company or his duly authorized representative and in accordance with plans and specifications previously approved by Union Pacific Railroad Company's Chief Engineer.

The State Highway Department will agree to require the project contractors to comply with all suggestions of the Railroad Company's Engineer relative to procedure where possible delay to railroad operations is involved, it being the intent that the Railroad Company's Engineer shall be the final authority in all matters affecting rail traffic.

The State Highway Department will indemnify and save harmless the Railroad Company and any others using its property from and against all loss, claims, damages and/or expense because of injury to or death of any person or loss or damage to any property, including that of the Railroad Company, arising from or growing out of, in whole or part, the work to be performed. It is understood that the State Highway Department will reimburse the Railroad Company for any costs it may incur in furnishing necessary watchmen or flagmen or inspectors, or any costs to the Railroad Company which may arise from the improper performance of the work to be accomplished.

As a condition to the right to occupy the property, the State Highway Department will agree that it will require the project contractor or contractors to procure for and on behalf of the Railroad Company and to keep in effect during the entire period of the project contractor's operations:

(a) A regular protective public liability insurance policy in the amount of$200,000 for all damage arising out of bodily injuries to or death of one person and a total limit of $400,000 for all damages arising out of bodily injuries to or death of one or more persons, to cover liability imposed by law upon the Railroad Company, for damages because of bodily injury to or death of persons arising out of the operations of the project contractor or its subcontractors in connection with the work contemplated hereunder, including acts and omissions of all employes of the project contractor or its subcontractors; and

(b) A regular protective property damage and liability insurance policy in the amount of $400,000 to cover liability imposed by law upon the Railroad Company for damages because of injury to or destruction of property arising out of the operations of the project contractor or any of its subcontractors in connection with performance of the work hereunder, including acts or omissions of all employes of the project contractor or its subcontractors in connection therewith.

Yours very truly,

FOR FILING

FI-2[illegible](1)
4053

AGENDA
JAN 21 1954

3a-1

December [illegible], 1953

Gibbons & Reed Company
825 West 9th North Street
Salt Lake City, Utah

Gentlemen:

The State Highway Commission on October 30, 1953 accepted your proposal for construction of the 42nd Avenue-82nd Avenue Section of the T. H. Banfield Expressway in Northeast Portland, Multnomah County, for the sum of $70[illegible],03[illegible].50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as concurrence is received from the Bureau of Public Roads and necessary right of way is acquired. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4053.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

R. H. Baldock, State Highway Engineer

By

S. H. Probert, Office Engineer

ehr

cc [illegible]. M. Franzwa, [illegible]
H. G. Smith
S. H. Probert
Goldie Lewis

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

December 11, 1953

Gibbons & Reed Company
825 West 9th North Street
Salt Lake City, Utah

The State Highway Commission today received satisfaction of condition governing award to you of contracts for construction of the 42d Avenue-92d Avenue Section of the T. H. Banfield Expressway, Multnomah County for which you submitted low bid on October 30, 1953. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc Files

Secretary

rm
Enc. 2

P.S. The original of the above agreement has been retained in this office for the Commission's files.

Cathrall has prepared conformed copies for his use

REFERRED TO
BY SECRETARY

to file

uoA
12-11-53

RECEIVED
DEC [illegible]
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

December 18, 1953

Mr. Wm. A. Bowes
Commissioner of Public Works
City Hall
Portland, Oregon

Dear Sir:

We are enclosing herewith two fully executed copies of an agreement between the State Highway Commission and the City of Portland relative to street closures on 42nd-92nd Avenue Section of the T. H. Banfield Expressway in the City of Portland.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Inc. 2

P.S. The original of the above agreement has been retained in this office for the Commission's files.

Cottrall has prepared conformed copies for his use

REFERRED TO Giesey BY SECRETARY

To file

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JAN .. 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

December 18th, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. N. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith three Orders for State Force Work in connection with the 42nd Avenue-92nd Avenue Project on the T. H. Banfield Expressway.

Order No. 1 provides $150,000.00 to cover costs for revision of the City of Portland water system.

Order No. 2 sets up $[illegible]0,000.00 to cover costs for reconstructing the Union Pacific Railroad tracks at various points throughout the project.

Order No. 3 provides $15,000.00 to reimburse the Union Pacific Railroad Company for flagmen and inspector's salary protecting railroad property.

All of the amounts were anticipated, and are set up in the project authorization. Your approval of the orders is requested.

Yours very truly,

approved 12-22-53

F. T. YOUNG
Assistant Division Engineer

FTY:w
Encl.

RECEIVED
DEC .. 1953
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. W. STIFFLER

RECEIVED
DEC 18 1953
FOR FILING

BFI-3[illegible]

4053

December 17, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

RECEIVED

Dear Sir:

This is to advise you that work was started on November 12, 1953 on Contract No. 4053, 42nd Avenue-92nd Avenue in Multnomah County, in connection with Federal Aid Project No. BFI-323 (7).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ch

RECEIVED
DEC [illegible] 1953
FOR FILING

4687

December 16, 1953

Mr. E. F. Kidder
Division Engineer
Office of Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

The information regarding costs which you requested for the 42nd - 92nd Avenue Section of the Banfield Expressway is given below. The earthwork quantities on the track revision total approximately 24,000 cubic yards. We estimate the cost at $0.50 per cubic yard, which includes some cost for haul. There will also be a small amount of drainage involved in the track revision, which is estimated at $500.

Earthwork - 24,000 cubic yards at $0.50 -	$12,000
Drainage	500
Total	$12,500

These costs are estimated only and will have to be corrected on completion of the project. We have not included any work on the track or signal lines.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc Mr. Forrest Cooper

FC:js fp

Form 2552
6-53-150M

UNION PACIFIC RAILROAD COMPANY

OFFICE OF DIVISION ENGINEER
2525 N. Larrabee Avenue
Portland 12, Oregon

NOVEMBER 20, 1953

(File D 9016-32-14)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. W. C. Williams,
Assistant State Highway Engineer

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Re. 42nd - 92nd Avenue Section
Banfield Expressway

In order that the Railroad may comply with I.C.C. regulations in preparing the estimate of its work on the captioned section, it will be appreciated if you will furnish as soon as possible, estimated quantities and prices of grading, etc., which will be performed by the State on the line change.

When the project is completed we will require the pay quantities and prices as on the line changes through the Columbia Gorge.

Yours very truly,

E F Kidder

E. F. Kidder,
Division Engineer

NOTED
H. G. SMITH

RECEIVED
NOV 27 1953
OFFICE OF
HIGHWAY ENGINEER

NOTED
FORREST COOPER

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI-323(7)

4053

December 11, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BFI-323(7), 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway, we hereby concur as of this date in award of Contract No. 4053 to Gibbons and Reed of Salt Lake City, Utah, low bidder in the amount of $702,031.50 at the October 30, 1953 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
DEC 16 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

FOR FILING

December 11, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and pile-trestle construction on the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway in Multnomah County, Project No. UFI-323 (7), to Gibbons & Reed Co. of Salt Lake, Utah, on the basis of the bid of $702,031.50 submitted on October 30, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:tp

RECEIVED
FOR FILING

November 17, 1953

City of Portland
Bureau of Water Works
City Hall
Portland, Oregon

Gentlemen:

This is to advise you that in connection with the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway, the Highway Commission will reimburse the City of Portland for necessary changes in their water system occasioned by the construction of the expressway.

Will you please proceed to secure the necessary materials so that the work may be done during the progress of the job, for which the Commission has already accepted bids.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

WCW:js

Note to Mr. Williams:
I am advised through Skelton that the Water Bureau wishes already to order the necessary material so that there will be no delay.
Forrest Cooper

RECEIVED
[illegible]
FOR FILING
FORM E-30 25M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible]

Salem, Oregon
November 13, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Dear Sir:

The section submitted with your letter of November 6, 1953 for the 42nd Avenue-92nd Avenue Section of the Banfield Expressway, is approved.

I refer to the section which shows two 34-foot traffic lane areas with a 6-foot median, using continuous 2/3 super elevation.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams

RECEIVED
NOV 1953
FOR FILING

SFI-3[illegible] (1)

4/[illegible]

RVT-303

November 2, 1953

Gibbons and Reed Company
825 West 9th North Street
Salt Lake City, Utah

Gentlemen:

The State Highway Commission on October 30, 1953 accepted your bid in the amount of $704,951.50 for grading and construction of five pile-trestle detour bridges on the 42d Avenue-92d Avenue Section of the T. H. Banfield Expressway in Northeast Portland in Multnomah County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. C. Smith
S. H. Probert
G. S. Paxson
W. M. Franzwa, SIAC

Enclosure

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 15, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BFI-323(7), 42nd-92nd Ave. Section of the T. H. Banfield Expressway. This is to authorize your advertising for bids.

Our approval of P. S. and E. and authorization for advertising are given subject to the execution of a satisfactory agreement with the Union Pacific Railroad Company and subject to your making necessary changes in the plans, including any required by the railroad company.

Concurrence in award of contract will be withheld pending receipt of plans approved and signed by the railroad company and pending notification that all rights of way or rights of entry have been acquired.

Please furnish the usual copies of an encroachment resolution by the Portland City Council covering this project.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED

RECEIVED
OCT [illegible]
OREGON
STATE HIGHWAY COMMISSION

WAY COMMISSION
BRIDGE DEPARTMENT

Mr. F. T. Young
Mr. D. J. Barbee

FORM K-90 25M 8-50 42280

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

6855 N.E. Halsey St., Portland 13, Ore.
March 10, 1953

26-1024
SUBJECT: 92nd Ave. O'xing
Construction delay

To:

Mr. G. S. Paxson
Bridge Engineer, O.S.H.C.,
Salem, Oregon.

Attention: Mr. P.M. Stephenson

Dear Sir:

Mr. P. M. Stephenson called to-day, stating that conversations with Mr. F. T. Young yesterday indicated that the site of the 92nd Ave. O'pass should not be available to United Builders, Inc. for a period of a week or ten days. During this intervening period Gibbons & Reed, grading contractors, will bring up the highway grade at the bridge ends excepting the corner fills that would interfere with the construction of wing walls #1 and #2. During this period they will also bring the lower roadway to grade. This proceadure should permit United Builders at that time to carry on an uninterupted construction schedule.

Mr. Taggert of United Builders was then called to relay this information. Mr. Taggert, however, stated that he had conferred with Gibbons & Reed this past week. He had been assured by them, Friday March 6th, that they, United Builders, could carry on their pile driver work due to Gibbons & Reed's expected inability to get on the site in the near future. Mr. Taggert further informed me that arrangements had been made with their material supplier to deliver the creosoted piling to the bridge site at 9:30 A.M., to-day, March 10th. He also had arrangements under way for a crane to arrive at the bridge site to drive piling tomorrow, March 11th.

Upon further discussion of these facts with Mr. Barbee and Mr. Young, Mr. Taggert was called and requested to hold his operations until further notice. This notice to be given as soon as the site is available for his construction purposes.

NOTED
STEPHENSON

Yours very truly,

J.T. Skelton

J.T. Skelton, Res. Br. Engr.

RECEIVED
MAR 11 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

c.c. Mr. A. G. Skelton
United Builders, Inc.
Mr. F. T. Young
Mr. D. J. Barbee

Sheet 1 of 1

Salem, Oregon January 21, 1959

STATE OF OREGON

To Union Pacific Railroad Company, Omaha 2, Nebraska, Dr.

Project 42nd Avenue-92nd Avenue, T. H. Banfield Expressway

Highway Comm. Agreement No. 438

Sub-Division No. ____

Ry. Company's Agreement No. Audit 83007

Estimate No. 9 Post Final

Period Covered May 1954 to March 1955

Prefix & Acct. No. 26-1035

Item	Total Amount to Date	Previous Amount	Present Amount
Bill 657258	1640.35	1640.35	
Bill 715891	2009.59	2009.59	
Bill 666728	57913.36	57913.36	
Bill 669984	6894.07	6894.07	
Bill 719711	40580.73	40580.73	
Bill 719711 (Cancel)	-40580.73		-40580.73
Bill 669982	3496.67	3496.67	
Bill 669982 (Cancel)	-3496.67		- 3496.67
Bill 691574 (see attached sheet)	309.81	309.81	
Totals	125,870.19	107,945.55	17,924.64
Retained 0 %	-0-	-0-	-0-
Total Payments	125,870.19	107,945.55	17,924.64

Computed by ____ Checked by ____

Pay This Estimate $ 17,924.64

Approved Field Engr. ____

Previous Voucher No. ____

Approved:

Bridge Office Engineer

Sheet 2 of 2

Salem, Oregon January 21, 1959

STATE OF OREGON

To Union Pacific Railroad Co., Omaha 2, Nebraska, Dr.

Project 42nd-92nd Avenue, T. H. Banfield Expressway

Highway Comm. Agreement No. 438

Sub-Division No.

Ry. Company's Agreement No. Audit 83007

Estimate No. 9 Post Final

Period Covered May 1954 to March 1955

Prefix & Acct. No. 26-1035

Item	Total Amount to Date	Previous Amount	Present Amount
Bill 783413	2490.22	2490.22	
Bill 851937	33516.67	33516.67	
Bill 851965	3171.48	3171.48	
Bill 866621	17924.64	-o-	17,924.64

Totals	125,870.19	107,945.55	17,924.64
Retained 0 %	-o-	-o-	-o-
Total Payments	125,870.19	107,945.55	17,924.64

Computed by ____________ Checked by ____________

Pay This Estimate $ 17,924.64

Approved Field Engr. ____________

Previous Voucher No. ____________

Approved:

Bridge Office Engineer

FORM E-30 50M 6-57—6883

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 8th, 1959

DC·438

SUBJECT: 42nd - 92nd Avenue Section
Banfield Expressway
26-1035-279

To:
Mr. Ivan Merchant
Bridge Engineer
State Highway Department
Salem, Oregon

Attention: A. C. Mohr

Herewith Bill No. 866621 from the Union Pacific Railroad Company in the amount of $17,924.64 for expenses incurred in constructing team track and driveway on 92nd Avenue and replacing the team track on 82nd Avenue during the period of May, 1954 to March, 1955.

This invoice has been approved for payment by this office in accordance with your request.

A E Johnson

A. E. JOHNSON
ASSISTANT DIVISION ENGINEER

AEJ:ds

RECEIVED
OREGON [illegible] DEPARTMENT

To A.G. Skelton DATE

Herewith 3 copies of U.P. RR. bill #866621 for work done at 82nd & 92nd Ave team Track during period May 1954 to Mar 1955. RR. agreement # Audit 83007. Please forward to appropriate resident for check & approval. All copies should be returned to this office.

SIGNED A.C. Mohr (Bridge Salem)

PLEASE REPLY HERE

To DATE

SIGNED

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

COAST SALESBOOK COMPANY-PORTLAND

ANY

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

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OREGON
STATE HIGHWAY COMMISSION

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

December 8, 1958
W. O. 7595

State of Oregon,
State Highway Department,
Salem, Oregon.

Attn: Mr. W. C. Williams, State Highway Engineer.

Gentlemen:

Attached in quadruplicate is our Bill No. 866621 dated November 24, 1958, covering expense incurred by our forces constructing team track on 82nd Avenue at East Portland, Oregon, during the period May, 1954, to March, 1955, inclusive, per Contract Audit No. 83007, dated December 16, 1953, our Work Order No. 7595, in the amount of $17,924.64.

If this bill meets with your approval, will you please place it in line for payment.

Yours truly,

R M Brown
R. M. Brown,
Division Engineer.

Encls.

RECEIVED
DEC 10 1958
OREGON
STATE HIGHWAY COMMISSION

9-57-100M

Form 130 A

State of Oregon
State Highway Department
Salem, Oregon

BILL NO. 866621

MONTH'S ACCOUNT 11-1958

JF DEPT. NO. 8665

DATE MADE [illegible] 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense incurred by our forces constructing team track and driveway on 92nd Avenue, replacing team track on 82nd Avenue at East Portland, Oregon during the period May 1954 to March 1955 inclusive per Contract Audit No. 83007, dated December 16, 1953. Our Work Order 7595-OW.	
Detail Attached	17 924 64

[illegible] 8475

40 [illegible] 11 1958

4 nd - Av [illegible] grading [illegible]

OK December 31 1958
M. W. Stovall
Asst. RES. ENGR.
APPROVED C E Johnson
Assistant DIVISION ENGINEER
26-1035-279

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Expense incurred by our forces constructing team track and driveway on 92nd Avenue replacing team track on 82nd Avenue at East Portland, Oregon for the State of Oregon during the period May 1954 to March, 1955 inclusive, per contract Audit No. 83007, dated December 16, 1953. Our Work Order 7595-OW.

Billed under provisions of Policy and Prodedure Memorandum No. 30-3 and subsequent amendments thereto.

LABOR:

May 1954			
PR 712-1, Signal Gang 782 (M. H. Allen)			
Set up poles and install anchors			
Foreman	40 hrs. @ 447.07 mo.(26 DM)		85.97
Signalman	168 hrs. @ 2.033 hr.		341.54
Asst. Signalman	56 hrs. @ 1.841 hr.		103.10
" "	32 hrs. @ 1.817 hr.		58.14
" "	32 hrs. @ 1.745 hr.		55.84
Signal Helper	96 hrs. @ 1.721 hr.		165.22
PR 712-2, Signal Gang 782 (M. H. Allen)			
Rearrangd pole line MP 5.75 to 6.05			
Foreman	32 hrs. @ 447.07 mo.(26 DM)		68.78
Signalman	144 hrs. @ 2.033 hr.		292.75
Asst. Signalman	48 hrs. @ 1.841 hr.		88.37
" "	24 hrs. @ 1.817 hr.		43.61
" "	16 hrs. @ 1.745 hr.		27.92
Signal Helper	72 hrs. @ 1.721 hr.		123.91
July 1954			
PR 701-2, Supt. Oregon			
Engineering			
Engr. Insp.	16 hrs. @ 480.00 mo.(21 DM)		45.71
PR 712-1, Signal Gang 782 (M. H. Allen)			
Install underground wire, etc.			
Foreman	24 hrs. @ 447.07 mo.(27 DM)		49.67
Signalman	80 hrs. @ 2.033 hr.		162.64
"	15 hrs. @ 3.0495 hr.	O.T.	45.74
Install Insulated Joints			
Signalman	16 hrs. @ 3.0495 hr.	O.T.	48.79
Install Underground wiring			
Signalman	16 hrs. @ 2.033 hr.		32.53
Signal Helper	8 hrs. @ 1.721 hr.		13.77
PR 712-2 Signal Gang 782			
Bonding Rails			
Signalman	16 hrs. @ 2.033 hr.		32.53
PR 713-1&2 Section Gang 1 (F. F. Petrussellі)			
Construct new team track at NE 92nd			
Foreman	24 hrs. @ 327.43 mo.(21 DM)		46.78
"	1 hrs. @ 2.90 hr.	O.T.	2.90
Laborers	132 hrs. @ 1.565 hr.		206.58
"	5 hrs. @ 2.35 hr.	O.T.	11.75
Retire Montavilla team track on NE 82nd			

Foreman	32 hrs.@ 327.43 mo.(21 DM)		62.37
Laborers	221 hrs. @ 1.565 hr.		345.87
PR 713-1, Section Gang 3, (R. Farella)			
Construct turnout			
Foreman	16 hrs. @ 322.43 mo.(21 DM)		30.71
"	2 hrs. @ 2.88 hr.	O.T.	5.76
Laborers	64 hrs. @ 1.565 hr.		100.16
"	8 hrs. @ 2.35 hr.	O.T.	18.80
PR 713-1, Section Gang 101, (Sam Carone)			
Construct turnout			
Foreman	8 hrs. @ 332.43 mo.(21 DM)		15.83
Laborers	48 hrs. @ 1.565 hr.		75.12
PR 713-1 & 2 Extra Gang 748, (Ernest Oaks)			
Remove rail & cross ties displaced			
Foreman	8 hrs. @ 2.113 hr.		16.90
Truck Driver	28 hrs. @ 1.745 hr.		48.86
Laborers	436 hrs. @ 1.529 hr.		666.64
Matl. Clerk	15 hrs. @ 1.864 hr.		27.96
Unload Ballast			
Foreman	4 hrs. @ 2.113 hr.		8.45
Laborers	80 hrs. @ 1.529 hr.		122.32
Matl. Clerk	4 hrs. @ 1.864 hr.		7.46
Lay and Surface Track			
Foreman	33 hrs. @ 2.118 hr.		69.89
"	16 hrs. @ 3.145 hr.	O.T.	50.32
Truck Driver	21 hrs. @ 1.745 hr.		36.65
" "	16 hrs. @ 2.62 hr.	O.T.	41.92
Laborers	813 hrs. @ 1.529 hr.		1243.08
"	432 hrs. @ 2.295 hr.	O.T.	991.44
Matl.Clerk	34 hrs. @ 1.864 hr.		63.38
" "	16 hrs. @ 2.77 hr.	O.T.	44.32
TE #607 Work Train Service			
Form 4967-8 Loco 1090, July 6			
Unload track material			
Conductor - John 8 hrs.			59.03
Engineer - Edward 8 hrs.			30.60
Form 4967-8, Loco 1064, July 11			
Unload rock (ballast)			
Conductor - Meese	4 hrs. 20 min.		75.53
Engineer - Norwood	4 hrs. 20 min.		30.28
Form 4967-8, Loco 1090, July 16			
Unload gravel			
Conductor - Fisher, 8 hrs.			50.35
Engineer - Woods, 8 hrs.			30.60

August 1954

PR 713-2, Loco Crane 0293 (John E. Queirolo)			
Load scrap rail			
Rdwy. Equip. Operator	8 hrs. @ 2.021 hr.		16.17
" " "	1 hr. @ 3.03 hr.	O.T.	3.03
" " Helper	8 hrs. @ 1.685 hr.		13.48
" " "	1 hr. @ 2.53 hr.	O.T.	2.53
TE #707, Work Train Service			
F 4967-8, Loco.1086 Aug. 30			
Pickup Material			

mlw

Conductor - Gutschow - 9 hrs.	50.57		
Engineer - Banta 9 hrs.	37.74		
November 1954			
TE #1005, Work Train Service			
F 4967-8, Loco 146 Nov. 24			
Load ties with crane			
Conductor - Turner 9 hrs. 15 min.	69.13		
Engineer - Douth 9 hrs. 15 min.	37.74		
March 1955			
PR 28, Chief Engr.			
Engineering 8 hrs. @ 2.554348 hr.	20.43	6 775.96	
Plus 3% Vacation Allowance on 6648.66 (May-Aug.)		199.46	
4% Vacation Allowance on 127.30 (Nov.Mar.)		5.09	
2% Paid Holidays on 127.30 (Nov.-Mar.)		2.55	
1% Health & Welfare on 20.43 (Mar.)		.20	
6½% RRR & UI Tax on 6983.06		453.90	
3% Workmens Comp. ins. on 6983.06		209.49	
1% Public Liability Ins. on 6983.06		69.83	$ 7 716.48

MATERIAL USED:

July 1954

F 4909 (507) #1947

453 ea. N 7"x9"x8' cross ties @ 3.41 ea.	1 544.73
127 ea. N 7"x9" switch ties (2# 10 sets) 8358 bmf @ 88.66 M bf	741.02
348 L.Ft. SH Cl. 2 Plus 131# Rail (15173 lbs.) @ 66.60 NT	505.26
1602.4 L.Ft. SH Cl.2 90 ARA Rail (48072#) @ 66.60 NT	1 600.80
30 L. Ft. N 131# Samson Stock Rail (1308#) @ 140.82 NT	92.10
2 ea. SH 131# Peg-Leg #10 Frog 13.4 M.L., 18.3 T.O.(7046# @ 12.00 cwt.	845.52
2 ea. SH 131# Split switches comp. @ 11.00 ¢wt (7576#)	833.36
4 ea. N 131# H.F. Guard Rails 2 hi. @ 116.90 ea.	233.80
2 lo @ 121.13 ea.	242.26
2 ea. N Hi-Star switchstands @ 62.46 ea.	124.92
2 ea. N Conn.rods 6'0 3/4" @ 5.80 ea.	11.60
4 pr. N 131# insulated joints @ 37.46 pr	149.84
4 pr. N 90# " " @ 22.48 pr.	89.92
4 pr. N 131 - 90# Comp.joints @ 23.15 pr	92.60
8 ea. N 131# joint bars(488#)@ 5.75 cwt.	28.06
2 ea. SH 131# joint bars(122#)@ 4.40 "	5.37
78 ea. SH 90# Cont.joints(3307#)@ 4.40 "	145.51
162 ea. SH 131# tie plated(2673#)@ 4.00 "	106.92
787 ea. SH 90# tie plates(7870#)@ 4.00 "	314.80
12 ea. N 131# abrasion plates(150#)@4.99"	7.49

Mla

103	lbs.	N	1/1/16" x 6" trk. bolts (103#) @ 10.47 cwt	10.78
257	lbs.	N	15/16" x 4-5/8" trk bolts(257#) @ 10.47 cwt	26.91
42	ea.	N	1-1/8" spring washers @ 84.01 M	3.53
168	ea.	N	1" " " @ 66.48 M	11.17
100	ea.	N	131# Improved Fair rail anchors @ 35.72 C	35.72
2	ea.	N	Retarders @ 74.29 ea.	148.58
1200	lbs.	N	5/8"x6¼" trk. spikes @ 6.89 cwt.	82.68
1112	lbs.	SH	" " " " @ 5.20 cwt.	57.82
1	ea.	N	90# Switch point 16.5' derail with @ 110.34 ea. ½ set switch plates	110.34
1	ea.	N	Comm. rod 6'0 3/4" @ 5.80 ea.	5.80
1	ea.	N	Hi-Star switch stand @ 62.46 ea.	62.45
2	ea.	N	switch lamps comp. @ 15.29 ea.	30.58
2	ea.	N	" " forks @ 2.05 ea.	4.10
78	L.Ft.	N	ordinary stock rail 130.8#(3401#) @ 140.82 NT	239.46
48	L.Ft.	N	Samson Stock Rail 130.8#(2093#) @ 140.82 NT	147.37
4	pr.	N	131# armored insul. joints 6 hole @ 37.46 pr.	149.84
16.5	L.Ft.	SH	Cl. 2 plus 130.8# rail (719#) @ 66.60 NT	23.94
58	ea.	SH	131# DS tie plates (957#) @ 4.00 cwt	38.28
8	ea.	SH	131# angle bars 6 hole (488#) @ 4.40 cwt	21.47
54	ea.	SH	7x9x8 cross ties @ 2.65 ea.	143.10
F 485#865-G 283				
4	ctns.	N	joint packing @ .51 ctn.	2.04
F 502-1 #3099, R-919				
3	ea.	SH	Switch circuit controllers @ 55.39 ea.	166.17
3	ea.	SH	Switch circuit controller rods @ 5.30 ea.	15.90
3	ea.	N	point lugs for above @ 5.04 ea.	15.12
14	ea.	SH	bootlegs @ 2.40 ea.	33.60
1	lb.	N	Solder @ .49 lb.	.49
300	ft.	N	Single condr. #9 UG. Cable @ .10 ft.	30.00
40	ea.	N	Bonds, PA-2 Tigerweld @ .29 ea.	11.60
26	ea.	N	Bonds, Keystone 46" @ .55 ea.	14.30
1	gal.	N	Cement, horn signal @ 3.58 gal.	3.58
3	ea.	N	bootlegs, type 1182-22X w/flex conduit and box conn. @ 15.39 ea.	46.17
30	ea.	N	track connector C-8-20" long end @ .43 ea.	12.90
260	ft.	N	wire, single cond. UG#6AWG solid @ .18 ft.	46.80

F 4205-1 # , (TE#1111 Dec. '54)		
2 cars N gravel (89.56 cu.yds.) @ 1.00 C.Y.	89.56	
TE #676, Barnhart gravel		
10 cars N gravel (450 cu.yds) @ 65.70 car	[illegible]7.00	
December 1954		
F 502-1 #3598, R-1292		
9 ea. N 5/8"x6' guy rods @ 2.36 ea.	21.24	
9 ea. N 8" Bierce anchor (incl.in above)		
14 ea. N 3 bolt guy clamp @ .65 ea.	9.10	
2600 ft. N #8 AWG 40% Habirline WP Wire (184#) @ .54 lb.	99.36	
215 ft. N 3/8" messenger strand wire @ .05 ft.	10.75	
20 ea. N #19 side groove insulator @ .10 ea.	2.00	
26 ea. N D 510 " " " @ .12 ea.	3.12	
50 ea. N nicopress sleeves #10-1-102 J @ .09 ea.	4.50	
10 ea. N nicopress sleeves #8-1-128 J @ .08 ea	.80	
6 ea. N porcelain strain insulators No.502-A @ .25 ea.	1.50	
8 ea. N galv. bolts 5/8"x18" @ .42 ea.	3.36	
7 ea. N Angle thimble eye @ .46 ea.	3.22	
7 ea. N Galv. thru bolts 5/8"x12" @ .22 ea.	1.54	
3 ea. N galv. thru bolts 5/8"x14" @ .34 ea.	1.02	
15 ea. N " " " " x16" @ .26 ea.	3.90	
9 ea. N " " " " x18" @ .54 ea.	4.86	
12 ea. N ½" gaov.steel crossarm pin w/wood cob @ .17 ea.	2.04	
130 ft. N ground wire moulding @ .05 ft.	6.50	
F 502-1 #3569, R-1256		
2 ea. N 50 ft. treated poles @ 34.20 ea.	68.40	
5 ea. N 50 ft. treated poles @ 34.20 ea.	171.00	
2 ea. N 45 ft. treated poles @ 30.60 ea.	61.20	
2 ea. N 40 ft. treated poles @ 27.20 ea.	54.40	
6 ea. N bolts D.A. 5/8" x 16"@ .48 ea.	2.88	
10 ea. N bolts D.A. 5/8" x 18"@ .42 ea.	4.20	
8 ea. N galv. thru bolts 5/8"x16" @ .26 ea.	2.08	
F 402-1 #3636, R-1342		
45 ea. SH galv. heel bolts 5/8"x4 @ .05 ea.	2.25	
90 ea. SH galv. toe bolts 3/8"x2½" @ .02 ea.	1.80	
15 ea. SH crossarm, 6 ft. 4 pin @ 1.31 ea.	19.65	
30 ea. SH " 10 ft. 10 pin @ 2.18 ea.	65.40	
90 ea. SH " braces galv. @ .20 ea.	18.00	
30 ea. SH top groove insulators @ .16 ea.	4.80	
134 ea. SH side groove insulators @ .08 ea.	10.72	
30 ea. SH crossarm pin, wood cob @ .55 ea.	16.50	
168 ea. SH " " steel cob @ .43 ea.	72.24	
1 ea. SH angle thimble eye @ .41 ea.	.41	
2 ea. SH 3 bolt guy clamps @ .41 ea.	.82	
2 ea. SH strain insulator @ .25 ea.	.50	10 971.10

Plus 5% Handling on 10 971.10	548.56	
Freight		
Centralia to The Dalles, Oregon - 167 mi. 86533 lbs. = 43.2665 tons x 167 mi.= 7225.5 NTM @ .01 NTM	72.26	
The Dalles to East Portland - 85 mi. 99403 lbs. = 49.7015 tons x 85 mi. = 4224.6 NTM @ .01 NTM	42.25	
Denver to East Portland - 1360 mi. 21847 lbs. = 10.9235 tons x 1360 mi. = 14855.9 NTM @ .01 NTM	148.56	
Barnhart, Ore. to East Portland - 210 mi. 1699614 lbs. = 849.807 tons x 210 mi.= 178459.47 NTM @ .01 NTM	1 784.59	
Omaha to East Portland - 1784 mi. 1930 lbs. = .965 tons x 1784 mi. = 1721.56 NTM @ .01 NTM	17.22	
Centralia to East Portland 90.8 mi. 18740 lbs. = 9.37 tons x 90.8 mi. = 850.7 NTM @ .01 NTM	8.51	$13 593.05
FORMS 4967-8, Work Train Service		
July 1954 TE #607		
Loco 1090 July 6 & 16 - 2 days @ 79.409 da.	158.82	
Caboose " " - 2 days @ 1.016 da.	2.03	
Loco 1064 July 11 - 1 day @ 79.409 day	79.41	
Caboose " - 1 day @ 1.016 day	1.02	
August 1954 TE #707		
Loco 1086 August 30 - 1 day @ 79.409 da.	79.41	
Caboose " " - 1 day @ 1.016 da.	1.02	
November 1954 TE #1005		
Loco 146 November 24 - 1 day @ 79.409 da.	79.41	
Caboose " " - 1 day @ 1.016 da.	1.02	$ 402.14
FORMS 1253, REPORT OF ROLLING STOCK:		
May 1954		
Signal Gang 782, Melvin H. Allen 12 outfit and revenue cars used a total of 344 days @ 1.016 da.= 349.50 Total hrs. worked this job - 760 " " " during mo. -2241 760/2241 of 349.50	118.53	
July 1954		
Signal Gang 782, Melvin H. Allen 9 outfit & revenue cars used a total of 234 days @ 1.016 da.= 237.74 Total hrs. worked this job - 175 " " " during mo. -2037 175/2037 of 237.74	20.42	

Extra Gang 748, Ernest Oaks			
12 outfit and revenue cars used a total of 372 days @ 1.016 da. 377.95			
Total hrs. worked this job - 1956			
" " " during mo. - 6118			
1956/6118 of 377.95	120.84		
August 1954			✓
Loco Crane 0293, John E. Queirolo			
Loco Crane used 1 day @ 6.19 da.	6.19		
5 out fit and revenue cars used 1 day ea. @1.016ds.	5.08	$ 271.06	
FORMS 1253-1, REPORT OF AUTOMOTIVE EQUIP:			
July 1954			
Extra Gang 748, Ernest Oaks			
Flat dump truck MW-88 used 225 miles @ .07 mi.	15.75		✓
Saw RS-40 used 7 days @ 3.01 day	21.07		
Drill NRD-60 used 7 days @ 3.01 day	21.07	57.89	
WORK PERFORMED BY OUTSIDE PARTIES:			✓
August 1954			
Vo. 466964, M. J. Goss Motor Co. - Car Rental		32.41	
MATERIAL RELEASED:			
July 1954			
F 4909 (507) #1948			
108 ea. Scp. 7x9x8 cross ties @ no value -	-		
126 L.Ft. SH Cl. 2 plus 130.8# rail (5494#) @ 66.60 NT	182.95		
8 ea. SH 131# joint bars 6 hole (488#) @ 4.40 cwt	21.47		
130 ea. SH 131# tie plates (2145#) @ 4.00 cwt	85.80		
26.8 L.ft. SH Cl. 2 plus 130.8# rail(1168#) @ 66.60 NT	38.89		
54 ea. SH 7x9x8 cross ties @ 2.65 ea.	143.10		
403 ea. Scp. 7x9x8 cross ties @ no value	-		
84 ea. Scp. 7x9 switch ties @ no value	-		
169.3 L ft. SH Cl. 2 plus rail 130.8#(7381#) @ 66.60 NT	245.79		
191.2 L ft. SH Cl. 2-90# rail (5736#) @ 66.60 NT	191.01		
1291 L.Ft. SH Cl. 2-101.49# rail (43675#) @ 66.60 NT	1454.38		
495 L.ft. Scp. 60# rail (9900#) @ 40.00 NT	198.00		
1 ea. SH 131# Split switch comp. 16.5(4205#) @ 11.00 cwt	462.55		

Mls

1 ea.	SH 131# No. 10 S.R. Frog 16.5 (3130#) @ 12.00 cwt	375.60
1 ea.	Scp. 60# Split switch 15' (1053#) @ 1.50 cwt.	15.80
2 ea.	Scp. 60# rigid frogs 7' (1434#) @ 1.50 cwt	21.51
1 ea.	Scp. 60# switch point 15' (292#) @ 1.50 cwt	4.38
4 ea.	Scp. Hi-Star switch stands @ 1.75 ea.	7.00
4 ea.	Scp. connecting rods (included in value of stand)	-
1 ea.	Scp. Hayes derail (131#) @ 1.50 cwt	1.97
1 ea.	Scp. 100# Sw. point 16.5½ derail (1705#) @ 1.50 cwt	25.58
11 ea.	Scp. 100# switch plates included in derail	
32 ea.	Scp. 60# angle bars (512#) @ 1.50 cwt	7.68
8 ea.	Scp. 90# cont. joints (339#) @ 1.50 cwt	5.09
72 ea.	Scp. 100# Cont. joints (3535#) @ 1.50 cwt	53.03
2 ea.	SH 131# 6 hole joint bars (122#) @ 4.40 cwt	5.37
2 pr.	SH 131-90# Comp. joints (150#) @ 4.40 cwt	6.60
2 pr.	Scp. 100-90# comp. joints (116#) @ 1.50 cwt	1.74
2 pr.	Scp. 100-60# Comp. joints (100#) @ 1.50 cwt	1.50
4 pr	SH 131# insul. joints (640#) @ 4.40 cwt	28.16
2 pr.	Scp. 90# insul. joints (176#) @ 1.50 cwt	2.64
6 ea.	SH 131# frog angle bars (366#) @ 4.40 cwt	16.10
2 ea.	SH 131# H.F. guard rails(902#) @ 66.60 NT	30.04
3 ea.	Scp. 60# Clamp guard rails(995#) @ 40.00 NT	19.90
35 ea.	Scp. 131# rail anchors (96#) @ .02 ea.	.70
66 ea.	SH 131# DS tie plates (1089#) @ 4.00 cwt	43.56
337 ea.	SH 131 repunched tie plates (5561#) @ 4.00 cwt	222.44
270 ea.	Scp. 100# tie plates (2565#) @ 1.50 cwt	38.48
88 ea.	Scp. 90# tie plates (686#) @ 1.50 cwt	10.29

Mle

2587	lbs. Scp. Track spikes @ 1.50 cwt	38.81
480	lbs. Scp. track bolts @ 1.50 cwt	7.20
268	ea. Scp. lock washers (34#) @ 1.50 cwt	.51

December 1954

F 502-1 #3636, R-1342

30	ea. SH top groove insulators @ 1.05 ea.	31.50
134	ea. SH side groove insulators @ .08 ea.	10.72
30	ea. SH crossarm pin, wood cob @ .55 ea.	16.50
168	ea. SH " " steel cob @ .43 ea.	72.24
1	ea. SH angle thimble eye @ .41 ea.	.41
2	ea. SH 3 bolt guy clamps @ .41 ea.	.82
2	ea. SH strain insulator No. 502 @ .25 ea.	.50
45	ea. SH galv. heel bolt 5/8"x4"@.05 ea	2.25
90	ea. SH galv. toe bolt 3/8"x2½"@.02 ea	1.80
15	ea. SH Crossarms, 6 ft.,4 pin @1.31 ea	19.65
30	ea. SH " 10 ft. 10 " @ 2.18 ea	65.40
90	ea. SH " braces galv. @ .20 ea	18.00

F 502-1 #3598, R-1292

9	ea. Scp. 8" Bierce anchors & rods (63#) @ .015 lb.	.95
14	ea. SH 3 bolt guy clamps @ .275 ea.	3.85
2600	ft. Scp. #8 AWG 40% W.P. wire (138#) @ .01 lb.	1.38
215	ft. Scp. 3/8" messenger strand wire (59#) @ .005 lb.	.30
20	ea. SH #19 side groove insulators @ .05 ea.	1.00
26	ea. SH D 510 side groove insulators @ .13 ea.	3.38

F 502-1 #3569, R-1256

15	ea. SH galv. thru bolts 5/8"x16" @ .115 ea.	1.73
9	ea. SH " " " " x18" @ .205 ea.	1.85
12	ea. SH steel pins, wood cob @ .55 ea	6.60
130	ft. Scp. ground wire moulding Creo #502 Hughes @ no value	-
6	ea. SH porcelain strain insulator #502 A @ .25 ea.	1.50
8	ea. SH D.A. bolt 5/8"x18" @ .205 ea.	1.64

Mla

7 ea.	SH angle thimble eye #1100 @ .41 ea	2.87	
7 ea.	SH galv. thru bolts 5/8"x12"@.115 ea	.81	
3 ea.	SH " " " 5/8"x14"@.12 ea	.36	
2 ea.	SH 35 ft. treated poles @ no value	-	
3 ea.	SH 30 ft. " " @ " "	-	
3 ea.	Scp. 35 ft. " " @ " "	-	
3 ea.	Scp. 30 ft. " " @ " "	-	
6 ea.	SH double arming bolts 5/8"x16" @ .21 ea.	1.26	
10 ea.	SH double arming bolts " x18" @ .22 ea.	2.20	
8 ea.	SH galv. thru bolts 5/8"x16"@.115 ea	.92	$ 4 288.01

Cost to Compile Bill:

Bill Clerk	40 hrs. @ 2.4247 hr.	96.99	
Bill Examiner	2¼ hrs. @ 2.3488 hr.	5.28	
Comp.Operator	2½ hrs. @ 2.159 hr.	5.40	
Typist	2½ hrs. @ 2.20 hr.	5.50	113.17

Plus 5% Vacation Allowance on 113.17	5.66	
2% Paid Holidays on 113.17	2.26	
3% Health & Welfare on 113.17	3.40	
8½% RRR & UI Tax on 121.09	10.29	
3% Workmens comp. ins. on 121.09	3.63	
1% Public Liability Ins. on 121.09	1.21	139.62

Total Expense $17 924.64

O.T. Overtime

Mls

Additional Detail of Trainmen and Enginomen's Time - Work Train Service

1954	Eng.No.	Crew Members	Hrs.Min.	Miles	100 Mi. Rate	Earnings
7/6/54	1090	Yd.Frmn.O.L.John	8'00"	150	17.35	26.03
		Hlprs. M.A.Fisher	8'00"	100	16.50	16.50
		" D.J.Rutter	8'00"	100	16.50	16.50
		Engr.W.L.Edwards	8'00"	100	16.08	16.08
		Frmn.O.E.Thames	8'00"	100	14.52	14.52
				Total		89.63
7/11/54	1064	Yd.Frmn.T.E.Meese	4'20"	150	17.35	26.03
		Hlprs.R.E.Hostetler	4'20"	150	16.50	24.75
		" T.I.Sayers	4'20"	150	16.50	24.75
		Engr.O.M.Norwood	4'20"	100	15.93	15.93
		Frmn.E.L.Moody	4'20"	100	14.35	14.35
				Total		105.81
7/16/54	1090	Yd.Frmn.M.A.Fisher	8'00"	100	17.35	17.35
		Hlprs.E.J.Osterberg	8'00"	100	16.50	16.50
		" O.E.Jenny	8'00"	100	16.50	16.50
		Engr.W.P.Woods	8'00"	100	16.08	16.08
		Frmn.W.W.Henzi	8'00"	100	14.52	14.52
				Total		80.95
8/30/54	1086	Cndr.R.J.Gutschow	9'00"	119	15.08	17.95
		Brkmn.D.V.Bray	9'00"	119	13.71	16.31
		" L.S.Campbell	9'00"	119	13.71	16.31
		Engr.J.M.Banta	9'15"	123	16.33	20.09
		Frmn.P.E.Raycine	9'15"	123	14.35	17.65
				Total		88.31
11/24/54	146	Cndr.D.G.Turner	9'15"	123	15.08	18.55
		Brkm.J.S.Hulsopple	9'15"	123	13.71	16.86
		" D.L.Haney	9'15"	123	13.71	16.86
		" M.L.Biggs	9'15"	123	13.71	16.86
		Engr.J.N.Douthit	9'15"	123	16.33	20.09
		Frmn.R.M.Berland	9'15"	123	14.35	17.65
				Total		106.87

Additional Detail of Trainmen and Enginemen's Time - Work Train Service

1954	Eng.No.	Crew Members	Hrs.Min.	Miles	100 Mi. Rate	Earnings
7/6/54	1090	Yd.Frmn.O.L.John	8'00"	150	17.35	26.03
		Hlprs. M.A.Fisher	8'00"	100	16.50	16.50
		" D.J.Rutter	8'00"	100	16.50	16.50
		Engr.W.L.Edwards	8'00"	100	16.08	16.08
		Frmn.O.E.Thames	8'00"	100	14.52	14.52
				Total		89.63
7/11/54	1064	Yd.Frmn.T.E.Meese	4'20"	150	17.35	26.03
		Hlprs.R.E.Hostetler	4'20"	150	16.50	24.75
		" T.I.Sayers	4'20"	150	16.50	24.75
		Engr.O.M.Norwood	4'20"	100	15.93	15.93
		Frmn.E.L.Moody	4'20"	100	14.35	14.35
				Total		105.81
7/16/54	1090	Yd.Frmn.M.A.Fisher	8'00"	100	17.35	17.35
		Hlprs.E.J.Osterberg	8'00"	100	16.50	16.50
		" O.E.Jenny	8'00"	100	16.50	16.50
		Engr.W.P.Woods	8'00"	100	16.08	16.08
		Frmn.W.W.Henzi	8'00"	100	14.52	14.52
				Total		80.95
8/30/54	1086	Cndr.R.J.Gutschow	9'00"	119	15.08	17.95
		Brkmn.D.V.Bray	9'00"	119	13.71	16.31
		" L.S.Campbell	9'00"	119	13.71	16.31
		Engr.J.M.Banta	9'15"	123	16.33	20.09
		Frmn.P.E.Raycine	9'15"	123	14.35	17.65
				Total		88.31
11/24/54	146	Cndr.D.G.Turner	9'15"	123	15.08	18.55
		Brkm.J.S.Hulsopple	9'15"	123	13.71	16.86
		" D.L.Haney	9'15"	123	13.71	16.86
		" M.L.Biggs	9'15"	123	13.71	16.86
		Engr.J.N.Douthit	9'15"	123	16.33	20.09
		Frmn.R.M.Berland	9'15"	123	14.35	17.65
				Total		106.87

9-57-100M

Form 130 A

State of Oregon
State Highway Department
Salem, Oregon

BILL NO. 866621

MONTH'S ACCOUNT 11-1958

JF DEPT. NO. 8665

To UNION PACIFIC RAILROAD COMPANY, Dr.

DATE MADE NOV 21 1958 19

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense incurred by our forces constructing team track and driveway on 92nd Avenue, replacing team track on 82nd Avenue at East Portland, Oregon during the period May 1954 to March 1955 inclusive per Contract Audit No. 83007, dated December 16, 1953. Our Work Order 7595-OW.	
Detail Attached	17 924 64

Sent to Auditor for payment
1-22-59 with no retained
as per instructions from G.S.P.
A.C.M.

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Expense incurred by our forces constructing team track and driveway on 92nd Avenue replacing team track on 82nd Avenue at East Portland, Oregon for the State of Oregon during the period May 1954 to March, 1955 inclusive, per contract Audit No. 83007, dated December 16, 1953. Our Work Order 7595-OW.

Billed under provisions of Policy and Prodedure Memorandum No. 30-3 and subsequent amendments thereto.

LABOR:

May 1954				
PR 712-1, Signal Gang 782 (M. H. Allen)				
Set up poles and install anchors				
Foreman	40 hrs.	@ 447.07 mo.(26 DM)		85.97
Signalman	168 hrs.	@ 2.033 hr.		341.54
Asst. Signalman	56 hrs.	@ 1.841 hr.		103.10
" "	32 hrs.	@ 1.817 hr.		58.14
" "	32 hrs.	@ 1.745 hr.		55.84
Signal Helper	96 hrs.	@ 1.721 hr.		165.22
PR 712-2, Signal Gang 782 (M. H. Allen)				
Rearrangd pole line MP 5.75 to 6.05				
Foreman	32 hrs.	@ 447.07 mo.(26 DM)		68.78
Signalman	144 hrs.	@ 2.033 hr.		292.75
Asst. Signalman	48 hrs.	@ 1.841 hr.		88.37
" "	24 hrs.	@ 1.817 hr.		43.61
" "	16 hrs.	@ 1.745 hr.		27.92
Signal Helper	72 hrs.	@ 1.721 hr.		123.91
July 1954				
PR 701-2, Supt. Oregon				
Engineering				
Engr. Insp.	16 hrs.	@ 480.00 mo.(21 DM)		45.71
PR 712-1, Signal Gang 782 (M. H. Allen)				
Install underground wire, etc.				
Foreman	24 hrs.	@ 447.07 mo.(27 DM)		49.67
Signalman	80 hrs.	@ 2.033 hr.		162.64
"	15 hrs.	@ 3.0495 hr.	O.T.	45.74
Install Insulated Joints				
Signalman	16 hrs.	@ 3.0495 hr.	O.T.	48.79
Install Underground wiring				
Signalman	16 hrs.	@ 2.033 hr.		32.53
Signal Helper	8 hrs.	@ 1.721 hr.		13.77
PR 712-2 Signal Gang 782				
Bonding Rails				
Signalman	16 hrs.	@ 2.033 hr.		32.53
PR 713-1&2 Section Gang 1 (F. F. Petrusselli)				
Construct new team track at NE 92nd				
Foreman	24 hrs.	@ 327.43 mo.(21 DM)		46.78
"	1 hrs.	@ 2.90 hr.	O.T.	2.90
Laborers	132 hrs.	@ 1.565 hr.		206.58
"	5 hrs.	@ 2.35 hr.	O.T.	11.75
Retire Montavilla team track on NE 82nd				

Foreman	32 hrs.@ 327.43 mo.(21 DM)		62.37
Laborers	221 hrs. @ 1.565 hr.		345.87
PR 713-1, Section Gang 3, (R. Farella)			
Construct turnout			
Foreman	16 hrs. @ 322.43 mo.(21 DM)		30.71
"	2 hrs. @ 2.88 hr.	O.T.	5.76
Laborers	64 hrs. @ 1.565 hr.		100.16
"	8 hrs. @ 2.35 hr.	O.T.	18.80
PR 713-1, Section Gang 101, (Sam Carone)			
Construct turnout			
Foreman	8 hrs. @ 332.43 mo.(21 DM)		15.83
Laborers	48 hrs. @ 1.565 hr.		75.12
PR 713-1 & 2 Extra Gang 748, (Ernest Oaks)			
Remove rail & cross ties displaced			
Foreman	8 hrs. @ 2.113 hr.		16.90
Truck Driver	28 hrs. @ 1.745 hr.		48.86
Laborers	436 hrs. @ 1.529 hr.		666.64
Matl. Clerk	15 hrs. @ 1.864 hr.		27.96
Unload Ballast			
Foreman	4 hrs. @ 2.113 hr.		8.45
Laborers	80 hrs. @ 1.529 hr.		122.32
Matl. Clerk	4 hrs. @ 1.864 hr.		7.46
Lay and Surface Track			
Foreman	33 hrs. @ 2.118 hr.		69.89
"	16 hrs. @ 3.145 hr.	O.T.	50.32
Truck Driver	21 hrs. @ 1.745 hr.		36.65
" "	16 hrs. @ 2.62 hr.	O.T.	41.92
Laborers	813 hrs. @ 1.529 hr.		1243.08
"	432 hrs. @ 2.295 hr.	O.T.	991.44
Matl.Clerk	34 hrs. @ 1.864 hr.		63.38
" "	16 hrs. @ 2.77 hr.	O.T.	44.32
TE #607 Work Train Service			
Form 4967-8 Loco 1090, July 5			
Unload track material			
Conductor - John 8 hrs.			59.03
Engineer - Edward 8 hrs.			30.60
Form 4967-8, Loco 1064, July 11			
Unload rock (ballast)			
Conductor - Meese 4 hrs. 20 min.			75.53
Engineer - Norwood 4 hrs. 20 min.			30.28
Form 4967-8, Loco 1090, July 16			
Unload gravel			
Conductor - Fisher, 8 hrs.			50.35
Engineer - Woods, 8 hrs.			30.60

August 1954

PR 713-2, Loco Crane 0293 (John E. Queirolo)

Load scrap rail

Rdwy. Equip. Operator	8 hrs. @ 2.021 hr.		16.17
" " "	1 hr. @ 3.03 hr.	O.T.	3.03
" " Helper	8 hrs. @ 1.685 hr.		13.48
" " "	1 hr. @ 2.53 hr.	O.T.	2.53

TE #707, Work Train Service

F 4967-8, Loco.1086 Aug. 30

Pickup Material

Conductor - Gutschow - 9 hrs.	50.57		
Engineer - Bants 9 hrs.	37.74		
November 1954			
TE #1005, Work Train Service			
F 4967-8, Loco 146 Nov. 24			
Load ties with crane			
Conductor - Turner 9 hrs. 15 min.	69.13		
Engineer - Douth 9 hrs. 15 min.	37.74		
March 1955			
PR 28, Chief Engr.			
Engineering 8 hrs. @ 2.554348 hr.	20.43	6 775.96	
Plus 3% Vacation Allowance on 6648.66 (May-Aug.)		199.46	
4% Vacation Allowance on 127.30 (Nov.Mar.)		5.09	
2% Paid Holidays on 127.30 (Nov.-Mar.)		2.55	
1% Health & Welfare on 20.43 (Mar.)		.20	
6½% RRR & UI Tax on 6983.06		453.90	
3% Workmens Comp. ins. on 6983.06		209.49	
1% Public Liability Ins. on 6983.06		69.83	$7 716.48
MATERIAL USED:			
July 1954			
F 4909 (507) #1947			
453 ea. N 7"x9"x8' cross ties @ 3.41 ea.	1 544.73		
127 ea. N 7"x9" switch ties (2# 10 sets) 8358 bmf @ 88.66 M bf	741.02		
348 L.Ft. SH Cl. 2 Plus 131# Rail (15173 lbs.) @ 66.60 NT	505.26		
1602.4 L.Ft. SH Cl.2 90 ARA Rail (48072#) @ 66.60 NT	1 600.80		
30 L. Ft. N 131# Samson Stock Rail (1308#) @ 140.82 NT	92.10		
2 ea. SH 131# Peg-Leg #10 Frog 13.4 M.L., 18.3 T.O.(7046# @ 12.00 cwt.	845.52		
2 ea. SH 131# Split switches comp. @ 11.00 cwt (7576#)	833.36		
4 ea. N 131# H.F. Guard Rails 2 hi. @ 116.90 ea.	233.80		
2 lo @ 121.13 ea.	242.26		
2 ea. N Hi-Star switchstands @ 62.46 ea.	124.92		
2 ea. N Conn.rods 6'0 3/4" @ 5.80 ea.	11.60		
4 pr. N 131# insulated joints @ 37.46 pr	149.84		
4 pr. N 90# " " @ 22.48 pr.	89.92		
4 pr. N 131 - 90# Comp.joints @ 23.15 pr	92.60		
8 ea. N 131# joint bars(488#)@ 5.75 cwt.	28.06		
2 ea. SH 131# joint bars(122#)@ 4.40 "	5.37		
78 ea. SH 90# Cont.joints(3307#)@ 4.40 "	145.51		
162 ea. SH 131# tie plated(2673#)@ 4.00 "	106.92		
787 ea. SH 90# tie plates(7870#)@ 4.00 "	314.80		
12 ea. N 131# abrasion plates(150#)@4.99"	7.49		

Mle

103	lbs.	N 1/1/16" x 6" trk. bolts (103#) @ 10.47 cwt	10.78
257	lbs.	N 15/16" x 4-5/8" trk bolts(257#) @ 10.47 cwt	26.91
42	ea.	N 1-1/8" spring washers @ 84.01 M	3.53
168	ea.	N 1" " " @ 66.48 M	11.17
100	ea.	N 131# Improved Fair rail anchors @ 35.72 C	35.72
2	ea.	N Retarders @ 74.29 ea.	148.58
1200	lbs.	N 5/8"x6¼" trk.spikes @ 6.89 cwt.	82.68
1112	lbs.	SH " " " " @ 5.20 cwt.	57.82
1	ea.	N 90# Switch point 16.5' derail with @ 110.34 ea. ½ set switch plates	110.34
1	ea.	N Comm. rod 6'0 3/4" @ 5.80 ea.	5.80
1	ea.	N Hi-Star switch stand @ 62.46 ea.	62.46
2	ea.	N switch lamps comp. @ 15.29 ea.	30.58
2	ea.	N " " forks @ 2.05 ea.	4.10
78	L.Ft.	N ordinary stock rail 130.8#(3401#) @ 140.82 NT	239.46
48	L.Ft.	N Samson Stock Rail 130.8#(2093#) @ 140.82 NT	147.37
4	pr.	N 131# armored insul. joints 6 hole @ 37.46 pr.	149.84
16.5	L.Ft.	SH Cl. 2 plus 130.8# rail (719#) @ 66.60 NT	23.94
58	ea.	SH 131# DS tie plates (957#) @ 4.00 cwt	38.28
8	ea.	SH 131# angle bars 6 hole (488#) @ 4.40 cwt	21.47
54	ea.	SH 7x9x8 cross ties @ 2.65 ea.	143.10
F 485#865-G 283			
4	ctns.	N joint packing @ .51 ctn.	2.04
F 502-1 #3099, R-919			
3	ea.	SH Switch circuit controllers @ 55.39 ea.	166.17
3	ea.	SH Switch circuit controller rods @ 5.30 ea.	15.90
3	ea.	N point lugs for above @ 5.04 ea.	15.12
14	ea.	SH bootlegs @ 2.40 ea.	33.60
1	lb.	N Solder @ .49 lb.	.49
300	ft.	N Single condr. #9 UG. Cable @ .10 ft.	30.00
40	ea.	N Bonds, PA-2 Tigerweld @ .29 ea.	11.60
26	ea.	N Bonds, Keystone 46" @ .55 ea.	14.30
1	gal.	N Cement, horn signal @ 3.58 gal.	3.58
3	ea.	N bootlegs, type 1182-22X w/flex conduit and box conn. @ 15.39 ea.	46.17
30	ea.	N track connector C-8-20" long end @ .43 ea.	12.90
260	ft.	N wire, single cond. UG#6AWG solid @ .18 ft.	46.80

Mla

F 4205-1 # , (TE#1111 Dec.'54)					
2	cars	N	gravel (89.56 cu.yds.) @ 1.00 C.Y.	89.56	
TE #676, Barnhart gravel					
10	cars	N	gravel (450 cu.yds) @ 65.70 car	657.00	
December 1954					
F 502-1 #3598, R-1292					
9	ea.	N	5/8"x6' guy rods @ 2.36 ea.	21.24	
9	ea.	N	8" Bierce anchor (incl.in above)		
14	ea.	N	3 bolt guy clamp @ .65 ea.	9.10	
2600	ft.	N	#8 AWG 40% Habirline WP Wire (184#) @ .54 lb.	99.36	
215	ft.	N	3/8" messenger strand wire @ .05 ft.	10.75	
20	ea.	N	#19 side groove insulator @ .10 ea.	2.00	
26	ea.	N	D 510 " " " @ .12 ea.	3.12	
50	ea.	N	nicopress sleeves #10-1-102 J @ .09 ea.	4.50	
10	ea.	N	nicopress sleeves #8-1-128 J @ .08 ea	.80	
6	ea.	N	porcelain strain insulators No.502-A @ .25 ea.	1.50	
8	ea.	N	galv. bolts 5/8"x18" @ .42 ea.	3.36	
7	ea.	N	Angle thimble eye @ .46 ea.	3.22	
7	ea.	N	Galv. thru bolts 5/8"x12" @ .22 ea.	1.54	
3	ea.	N	galv. thru bolts 5/8"x14" @ .34 ea.	1.02	
15	ea.	N	" " " " x16" @ .26 ea.	3.90	
9	ea.	N	" " " " x18" @ .54 ea.	4.86	
12	ea.	N	½" gaov.steel crossarm pin w/wood cob @ .17 ea.	2.04	
130	ft.	N	ground wire moulding @ .05 ft.	6.50	
F 502-1 #3569, R-1256					
2	ea.	N	50 ft. treated poles @ 34.20 ea.	68.40	
5	ea.	N	50 ft. treated poles @ 34.20 ea.	171.00	
2	ea.	N	45 ft. treated poles @ 30.60 ea.	61.20	
2	ea.	N	40 ft. treated poles @ 27.20 ea.	54.40	
6	ea.	N	bolts D.A. 5/8" x 16"@ .48 ea.	2.88	
10	ea.	N	bolts D.A. 5/8" x 18"@ .42 ea.	4.20	
8	ea.	N	galv. thru bolts 5/8"x16" @ .26 ea.	2.08	
F 402-1 #3636, R-1342					
45	ea.	SH	galv. heel bolts 5/8"x4 @ .05 ea.	2.25	
90	ea.	SH	galv. toe bolts 3/8"x2½" @ .02 ea.	1.80	
15	ea.	SH	crossarm, 6 ft. 4 pin @ 1.31 ea.	19.65	
30	ea.	SH	" 10 ft. 10 pin @ 2.18 ea.	65.40	
90	ea.	SH	" braces galv. @ .20 ea.	18.00	
30	ea.	SH	top groove insulators @ .16 ea.	4.80	
134	ea.	SH	side groove insulators @ .08 ea.	10.72	
30	ea.	SH	crossarm pin, wood cob @ .55 ea.	16.50	
168	ea.	SH	" " steel cob @ .43 ea.	72.24	
1	ea.	SH	angle thimble eye @ .41 ea.	.41	
2	ea.	SH	3 bolt guy clamps @ .41 ea.	.82	
2	ea.	SH	strain insulator @ .25 ea.	.50	10 971.10

Plus 5% Handling on 10 971.10	548.56	
Freight		
Centralia to The Dalles, Oregon - 167 mi. 86533 lbs. = 43.2665 tons x 167 mi.= 7225.5 NTM @ .01 NTM	72.26	
The Dalles to East Portland - 85 mi. 99403 lbs. = 49.7015 tons x 85 mi. = 4224.6 NTM @ .01 NTM	42.25	
Denver to East Portland - 1360 mi. 21847 lbs. = 10.9235 tons x 1360 mi. = 14855.9 NTM @ .01 NTM	148.56	
Barnhart, Ore. to East Portland - 210 mi. 1699614 lbs. = 849.807 tons x 210 mi.= 178459.47 NTM @ .01 NTM	1 784.59	
Omaha to East Portland - 1784 mi. 1930 lbs. = .965 tons x 1784 mi. = 1721.56 NTM @ .01 NTM	17.22	
Centralia to East Portland 90.8 mi. 18740 lbs. = 9.37 tons x 90.8 mi. = 850.7 NTM @ .01 NTM	8.51	$13 593.05
FORMS 4967-8, Work Train Service		
July 1954 TE #607		
Loco 1090 July 6 & 16 - 2 days @ 79.409 da.	158.82	
Caboose " " - 2 days @ 1.016 da.	2.03	
Loco 1064 July 11 - 1 day @ 79.409 day	79.41	
Caboose " - 1 day @ 1.016 day	1.02	
August 1954 TE #707		
Loco 1086 August 30 - 1 day @ 79.409 da.	79.41	
Caboose " " - 1 day @ 1.016 da.	1.02	
November 1954 TE #1005		
Loco 146 November 24 - 1 day @ 79.409 da.	79.41	
Caboose " " - 1 day @ 1.016 da.	1.02	$ 402.14
FORMS 1253, REPORT OF ROLLING STOCK:		
May 1954		
Signal Gang 782, Melvin H. Allen 12 outfit and revenue cars used a total of 344 days @ 1.016 da.= 349.50 Total hrs. worked this job - 760 " " " during mo. -2241 760/2241 of 349.50	118.53	
July 1954		
Signal Gang 782, Melvin H. Allen 9 outfit & revenue cars used a total of 234 days @ 1.016 da.= 237.74 Total hrs. worked this job - 175 " " " during mo. -2037 175/2037 of 237.74	20.42	

Extra Gang 748, Ernest Oaks			
12 outfit and revenue cars used a total of 372 days @ 1.016 da. 377.95			
Total hrs. worked this job - 1956			
" " " during mo. - 6118			
1956/6118 of 377.95		120.84	
August 1954			
Loco Crane 0293, John E. Queirolo			
Loco Crane used 1 day @ 6.19 da.		6.19	
5 out fit and revenue cars used 1 day ea. @1.016da.		5.08	$ 271.06
FORMS 1253-1, REPORT OF AUTOMOTIVE EQUIP:			
July 1954			
Extra Gang 748, Ernest Oaks			
Flat dump truck MW-88 used 225 miles @ .07 mi.		15.75	
Saw RS-40 used 7 days @ 3.01 day		21.07	
Drill NRD-60 used 7 days @ 3.01 day		21.07	57.89
WORK PERFORMED BY OUTSIDE PARTIES:			
August 1954			
Vo. 466964, M. J. Goss Motor Co. - Car Rental			32.41
MATERIAL RELEASED:			
July 1954			
F 4909 (507) #1948			
108 ea. Scp.7x9x8 cross ties @ no value -	-		
126 L.Ft. SH Cl. 2 plus 130.8# rail (5494#) @ 66.60 NT	182.95		
8 ea. SH 131# joint bars 6 hole (488#) @ 4.40 cwt	21.47		
130 ea. SH 131# tie plates (2145#) @ 4.00 cwt	85.80		
26.8 L.ft. SH Cl. 2 plus 130.8# rail(1168#) @ 66.60 NT	38.89		
54 ea. SH 7x9x8 cross ties @ 2.65 ea.	143.10		
403 ea. Scp. 7x9x8 cross ties @ no value	-		
84 ea. Scp. 7x9 switch ties @ no value	-		
169.3 L ft. SH Cl. 2 plus rail 130.8#(7381#) @ 66.60 NT	245.79		
191.2 L ft. SH Cl. 2-90# rail (5736#) @ 66.60 NT	191.01		
1291 L.Ft. SH Cl. 2-101.49# rail (43675#) @ 66.60 NT	1454.38		
495 L.ft. Scp. 60# rail (9900#) @ 40.00 NT	198.00		
1 ea. SH 131# Split switch comp. 16.5(4205#) @ 11.00 cwt	462.55		

mls

1 ea.	SH 131# No. 10 S.R. Frog 16.5 (3130#) @ 12.00 cwt	375.60
1 ea.	Scp. 60# Split switch 15' (1053#) @ 1.50 cwt.	15.80
2 ea.	Scp. 60# rigid frogs 7' (1434#) @ 1.50 cwt	21.51
1 ea.	Scp. 60# switch point 15' (292#) @ 1.50 cwt	4.38
4 ea.	Scp. Hi-Star switch stands @ 1.75 ea.	7.00
4 ea.	Scp. connecting rods (included in value of stand)	-
1 ea.	Scp. Hayes derail (131#) @ 1.50 cwt	1.97
1 ea.	Scp. 100# Sw. point 16.5½ derail (1705#) @ 1.50 cwt	25.58
11 ea.	Scp. 100# switch plates included in derail	
32 ea.	Scp. 60# angle bars (512#) @ 1.50 cwt	7.68
8 ea.	Scp. 90# cont. joints (339#) @ 1.50 cwt	5.09
72 ea.	Scp. 100# Cont. joints (3535#) @ 1.50 cwt	53.03
2 ea.	SH 131# 6 hole joint bars (122#) @ 4.40 cwt	5.37
2 pr.	SH 131-90# Comp. joints (150#) @ 4.40 cwt	6.60
2 pr.	Scp. 100-90# comp. joints (116#) @ 1.50 cwt	1.74
2 pr.	Scp. 100-60# Comp. joints (100#) @ 1.50 cwt	1.50
4 pr	SH 131# insul. joints (640#) @ 4.40 cwt	28.16
2 pr.	Scp. 90# insul. joints (176#) @ 1.50 cwt	2.64
6 ea.	SH 131# frog angle bars (366#) @ 4.40 cwt	16.10
2 ea.	SH 131# H.F. guard rails(902#) @ 66.60 NT	30.04
3 ea.	Scp. 60# Clamp guard rails(995#) @ 40.00 NT	19.90
35 ea.	Scp. 131# rail anchors (96#) @ .02 ea.	.70
66 ea.	SH 131# DS tie plates (1089#) @ 4.00 cwt	43.56
337 ea.	SH 131 repunched tie plates (5561#) @ 4.00 cwt	222.44
270 ea.	Scp. 100# tie plates (2565#) @ 1.50 cwt	38.48
88 ea.	Scp. 90# tie plates (686#) @ 1.50 cwt	10.29

2587 lbs. Scp. Track spikes @ 1.50 cwt	38.81
480 lbs. Scp. track bolts @ 1.50 cwt	7.20
268 ea. Scp. lock washers (34#) @ 1.50 cwt	.51

December 1954

F 502-1 #3636, R-1342

30 ea. SH top groove insulators @ 1.05 ea.	31.50
134 ea. SH side groove insulators @ .08 ea.	10.72
30 ea. SH crossarm pin, wood cob @ .55 ea.	16.50
168 ea. SH " " steel cob @ .43 ea.	72.24
1 ea. SH angle thimble eye @ .41 ea.	.41
2 ea. SH 3 bolt guy clamps @ .41 ea.	.82
2 ea. SH strain insulator No. 502 @ .25 ea.	.50
45 ea. SH galv. heel bolt 5/8"x4"@.05 ea	2.25
90 ea. SH galv. toe bolt 3/8"x2½"@.02 ea	1.80
15 ea. SH Crossarms, 6 ft.,4 pin @1.31 ea	19.65
30 ea. SH " 10 ft. 10 " @ 2.18 ea	65.40
90 ea. SH " braces galv. @ .20 ea	18.00

F 502-1 #3598, R-1292

9 ea. Scp. 8" Bierce anchors & rods (63#) @ .015 lb.	.95
14 ea. SH 3 bolt guy clamps @ .275 ea.	3.85
2600 ft. Scp. #8 AWG 40% W.P. wire (138#) @ .01 lb.	1.38
215 ft. Scp. 3/8" messenger strand wire (59#) @ .005 lb.	.30
20 ea. SH #19 side groove insulators @ .05 ea.	1.00
26 ea. SH D 510 side groove insulators @ .13 ea.	3.38

F 502-1 #3569, R-1256

15 ea. SH galv. thru bolts 5/8"x16" @ .115 ea.	1.73
9 ea. SH " " " " x18" @ .205 ea.	1.85
12 ea. SH steel pins, wood cob @ .55 ea	6.60
130 ft. Scp. ground wire moulding Crec #502 Hughes @ no value	-
6 ea. SH porcelain strain insulator #502 A @ .25 ea.	1.50
8 ea. SH D.A. bolt 5/8"x18" @ .205 ea.	1.64

Mls

7 ea. SH angle thimble eye #1100 @ .41 ea	2.87		
7 ea. SH galv. thru bolts 5/8"x12"@.115 ea	.81		
3 ea. SH " " " 5/8"x14"@.12 ea	.36		
2 ea. SH 35 ft. treated poles @ no value	-		
3 ea. SH 30 ft. " " @ " "	-		
3 ea. Scp. 35 ft. " " @ " "	-		
3 ea. Scp. 30 ft. " " @ " "	-		
6 ea. SH double arming bolts 5/8"x16" @ .21 ea.	1.26		
10 ea. SH double arming bolts " x18" @ .22 ea.	2.20		
8 ea. SH galv. thru bolts 5/8"x16"@.115 ea	.92		$ 4 288.01

Cost to Compile Bill:

Bill Clerk	40 hrs. @ 2.4247 hr.	96.99		
Bill Examiner	2¼ hrs. @ 2.3488 hr.	5.28		
Comp.Operator	2½ hrs. @ 2.159 hr.	5.40		
Typist	2½ hrs. @ 2.20 hr.	5.50	113.17	

Plus 5% Vacation Allowance on 113.17	5.66	
2% Paid Holidays on 113.17	2.26	
3% Health & Welfare on 113.17	3.40	
8½% RRR & UI Tax on 121.09	10.29	
3% Workmens comp. ins. on 121.09	3.63	
1% Public Liability Ins. on 121.09	1.21	139.62

Total $17 924.64

O.T. Overtime

Mls

Additional Detail of Trainmen and Enginemen's Time - Work Train Service

1954	Eng.No.	Crew Members	Hrs.Min.	Miles	100 Mi. Rate	Earnings
7/6/54	1090	Yd.Frmn.O.L.John	8'00"	150	17.35	26.03
		Hlprs. M.A.Fisher	8'00"	100	16.50	16.50
		" D.J.Rutter	8'00"	100	16.50	16.50
		Engr.W.L.Edwards	8'00"	100	16.08	16.08
		Frmn.O.E.Thames	8'00"	100	14.52	14.52
				Total		89.63
7/11/54	1064	Yd.Frmn.T.E.Meese	4'20"	150	17.35	26.03
		Hlprs.R.E.Hostetler	4'20"	150	16.50	24.75
		" T.I.Sayers	4'20"	150	16.50	24.75
		Engr.O.M.Norwood	4'20"	100	15.93	15.93
		Frmn.E.L.Moody	4'20"	100	14.35	14.35
				Total		105.81
7/16/54	1090	Yd.Frmn.M.A.Fisher	8'00"	100	17.35	17.35
		Hlprs.E.J.Osterberg	8'00"	100	16.50	16.50
		" O.E.Jenny	8'00"	100	16.50	16.50
		Engr.W.P.Woods	8'00"	100	16.08	16.08
		Frmn.W.W.Henzi	8'00"	100	14.52	14.52
				Total		80.95
8/30/54	1086	Cndr.R.J.Gutschow	9'00"	119	15.08	17.95
		Brkmn.D.V.Bray	9'00"	119	13.71	16.31
		" L.S.Campbell	9'00"	119	13.71	16.31
		Engr.J.M.Banta	9'15"	123	16.33	20.09
		Frmn.P.E.Raycine	9'15"	123	14.35	17.65
				Total		88.31
11/24/54	146	Cndr.D.G.Turner	9'15"	123	15.08	18.55
		Brkm.J.S.Hulsopple	9'15"	123	13.71	16.86
		" D.L.Haney	9'15"	123	13.71	16.86
		" M.L.Biggs	9'15"	123	13.71	16.86
		Engr.J.N.Douthit	9'15"	123	16.33	20.09
		Frmn.R.M.Berland	9'15"	123	14.35	17.65
				Total		106.87

Contract 405

Salem, Oregon August 20, 1958

STATE OF OREGON

To Union Pacific Railroad Company, Omaha 2, Nebraska, Dr.

Project 42nd Avenue-92nd Avenue, T. H. Banfield Expressway

Highway Comm. Agreement No. 438

Sub-Division No.

Ry. Company's Agreement No. Audit 83007

Estimate No. 8- Final

Period Covered 3/54-

Prefix & Acct. No. 26-1035

Item	Total Amount to Date	Previous Amount	Present Amount
Bill 657258	1640.35	1640.35	
Bill 715891	2009.59	2009.59	
Bill 666728	57913.36	57913.36	
Bill 669984	6894.07	6894.07	
Bill 719711	40580.73	40580.73	
Bill 719711 (Cancel)	-40580.73		-40580.73
Bill 669982	3496.67	3496.67	
Bill 669982 (Cancel)	- 3496.67		- 3496.67
Bill 691574 (over)	309.81	309.81	
Totals	107945.55	115334.80	-7389.25
Retained No %	-o-	11533.48	11533.48
Total Payments	107945.55	103801.32	4144.23

Pay This Estimate $ 4144.23

Computed by________ Checked by________

Approved Field Engr.________

Previous Voucher No.________

Approved:

Bridge Office Engineer

Salem, Oregon August 20, 19 58

STATE OF OREGON

To Union Pacific Railroad Company, Omaha 2, Nebraska, Dr.

Project 42nd Avenue-92nd Avenue, T. H. Banfield Expressway

Highway Comm. Agreement No. 438

Sub-Division No.

Ry. Company's Agreement No. Audit 83007

Estimate No. 8-Final

Period Covered 3/54-

Prefix & Acct. No. 26-1035

Item	Total Amount to Date	Previous Amount	Present Amount
Bill 783413	2490.22	2490.22	
Bill 851937	33516.67		33516.67
Bill 851965	3171.48		3171.48
Totals	107945.55	115334.80	-7389.25
Retained No %	-o-	11533.48	11533.48
Total Payments	107945.55	103801.32	4144.23

Pay This Estimate $ 4144.23

Computed by Checked by

Approved Field Engr.

Previous Voucher No.

Approved:

Bridge Office Engineer

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

202D NO. LARRABEE AVE
PORTLAND 17, OREGON

AUGUST 13, 1958

File Ref. No. D 9016 - 32 - 15

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

42d - 92d Avenue Section,
Banfield Expressway

Under date of October 6, 1955 there was sent to your Department in quadruplicate Railroad bill #719711 dated September 15, 1955 in the amount of $40,580.73, and under date of November 3, 1955 Railroad bill #659982 dated October 26, 1955 in the amount of $3,496.67, being first and second progressive billings respectively, covering expenses incurred by the Railroad in connection with rearranging track facilities on the captioned project.

Pursuant to recent conversations concerning the form of these bills, the above bills have been cancelled and the following bills which are submitted herewith in quadruplicate are substituted in lieu thereof:

First progressive billing, Railroad bill #851937 dated July 29, 1958 in the amount of $33,516.67.

Second progressive billing, Railroad bill #851965 dated July 29, 1958 in the amount of $3,171.48.

It will be appreciated if you will review these bills and if satisfactory place in line for early payment.

Yours very truly,

G. H. Baker,
Superintendent

encs.

9-57-100M

Form 130 A

State of Oregon
Salem, Oregon

COPY

BILL NO. 851937

MONTH'S ACCOUNT 7-1958

JF DEPT. NO. 5709

DATE MADE JUL 29 1958 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense incurred by our forces constructing line change, shifting main track, relaying rail through 2 turnouts in connection with the Banfield Expressway, (NE 42nd Avenue - NE 92nd Avenue Section) at East Portland, Oregon for the State of Oregon per Contract Audit No. 83007, dated December 16, 1953. Our Work Order 7498-OW.					
First Progressive Billing:					
Detail attached				33 516	67

COPY

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Expense incurred by our forces constructing line change, shifting main track, relaying rail through 2 turnouts in connection with the Banfield Expressway, (N.E. 42nd Avenue - N.E. 92nd Avenue Section) at East Portland, Oregon for the State of Oregon, per Contract Audit No. 83007, dated December 16, 1953. Our Work Order 7498-OW.

First Progressive Billing:
Period December 1953 to October 1954, inclusive.
Billed under provisions of General Administrative Memorandum No. 299 and subsequent amendments thereto.

LABOR:

September 1954

PR 713-2 Section Gang 1, (Earl M. Whitman)		
Unloading steel:		
Sectionmen - 56 hrs. @ 1.6257468 hr.		$ 91.04
PR 713-2 Loco Crane 0293, (G. Jurgens)		
Unloading material for line change:		
Crane operator - 8 hrs.	2.021 hr.	16.17
" " 1 hr.	3.03 hr. O.T.	3.03
Oiler 8 hrs.	1.685 hr.	13.48
" 1 hr.	2.53 hr. O.T.	2.53
Pr. 713-2 Extra Gang 748 (Ernest Oaks)		
Distribute material for line change:		
Foreman - 16 hrs.	364.71 mo. (22 da.)	33.16
Matl. Clerk - 16 hrs.	321.76 mo. "	29.25
Truck Operator - 16 hrs.	1.745 hr.	27.92
Laborers - 552 hrs.	1.529 hr.	844.01
Construct new main track:		
Foreman - 8 hrs.	364.71 mo. (22 da.)	16.58
Matl. Clerk - 8 hrs.	321.76 mo. (22 da.)	14.63
Truck operator - 8 hrs.	1.745 hr.	13.96
Laborers - 288 hrs.	1.529 hr.	440.35
TE #807 Work Train Service (F 4967-8)		
Unload material - Loco. 1328 - 10½ hrs.		
Trainman - Gutchow		62.47
" "		28.79
Engineman - Dalrymple		46.63
" "		30.68

October 1954

PR 701-1 Supt. Oregon		
Engineering:		
Instrumentman - 8 hrs.	390.00 mo. (21 da.)	18.57
Rodman - 16 hrs.	340.00 mo. (21 da.)	32.38

October 1954 (Cont'd)

PR 712-1, Signal Gang 782 (Melvin H. Allen)

Get Power bonding machine:

Signalman - 8 hrs.	2.033 hr.	$ 16.26
" - 2 hrs.	3.0495 hr. O.T.	6.10

Bonding rails & install underground wire:

Foreman - 40 hrs.	452.07 mo.(26 da)	86.94
Signalman - 144 hrs.	2.033 hr.	292.75
Asst. Signalman - 72 hrs.	@ 1.865 hr.	134.28
Signal Helper - 64 hrs.	1.721 hr.	110.14
Signalman - 20 hrs.	3.0495 hr. O.T.	61.00
Asst. Signalman - 8 hrs.	2.7975 hr. O.T.	22.38
Signal Helper - 8 hrs.	2.5815 hr. O.T.	20.66

PR 712-2 Signal Gang 782

Bonding rails & adjust bootlegs:

Foreman - 8 hrs.	452.07 mo.(26 da)	17.39
Signalman - 16 hrs.	2.033 hr.	32.53
Asst. Signalman-8 hrs.	1.865 hr.	14.92
Signal Helper - 24 hrs.	1.721 hr.	41.30

PR 713-1 Section Gang 3 (Roy Farella)

Pulling out old main line:

Foreman - 8 hrs.	1.90 hr.	15.20
" 2 hrs.	2.85 hr. O.T.	5.70
Sectionmen - 40 hrs.	1.565 hr.	62.60
" 10 hrs.	2.35 hr. O.T.	23.50

PR 713-1 Section Gang 101 (Sam Carone)

Line change - 42nd St. to 92nd St.

Foreman - 19 hrs.	341.59 mo.(21 da)	38.63
Sectionmen - 136 hrs.	1.565 hr.	212.84

PR 713-1 Extra Gang 748 (E. Oaks)

Shift relign and surface main track:

Foreman - 8 hrs.	364.71 mo.(21 da)	17.37
Matl. Clerk - 8 hrs.	321.76 mo.(21 da)	15.32
Truck operator - 8 hrs.	1.745 hr.	13.96
Laborers - 276 hrs.	1.529 hr.	422.00

Lay & surface new main track:

Foreman - 48 hrs.	364.71 mo.(21 da)	104.20
" 2 hrs.	3.145 hr. O.T.	6.29
Matl. Clerk - 56 hrs.	321.76 mo.(21 da)	107.25
" " 2 hrs.	2.77 hr. O.T.	5.54
Truck Operator - 52 hrs.	1.745 hr.	90.74
" " 2 hrs.	2.62 hr. O.T.	5.24
Laborers - 1870 hrs.	1.529 hr.	2859.23
" 76 hrs.	2.295 hr. O.T.	174.42

Jap

October 1954 (Cont'd)

PR 713-1 Extra Gang 748 (E. Oaks) - (Cont'd)

Relay turnout to Rose City Coal Co.		
Foreman - 8 hrs.	364.71 mo.(21 da)	$ 17.37
Matl. Clerk - 8 hrs.	321.76 mo.(21 da)	15.32
Truck Operator - 8 hrs.	1.745 hr.	13.96
Laborers - 180 hrs.	1.529 hr.	275.22
Relay turnout to Western Electric Co.		
Foreman - 8 hrs.	364.71 mo.(21 da)	17.37
Matl. Clerk - 8 hrs.	321.76 mo.(21 da)	15.32
Truck Operator - 8 hrs.	1.745 hr.	13.96
Laborers - 180 hrs.	1.529 hr.	275.22
Unload ballast:		
Laborers - 96 hrs.	1.529 hr.	146.78

PR 713-2 Extra Gang 748

Lay & surface new main track:		
Foreman - 48 hrs.	364.71 mo.(21 da)	104.20
" 8 hrs.	3.145 hr. O.T.	25.16
Matl. Clerk - 32 hrs.	321.76 mo.(21 da)	61.29
" 8 hrs.	2.77 hr. O.T.	22.16
Truck Operator - 32 hrs.	1.745 hr.	55.84
" 8 hrs.	2.62 hr. O.T.	20.96
Laborers - 1584 hrs.	1.529 hr.	2421.94
" 56 hrs.	2.295 hr. O.T.	128.52
Remove old main track:		
Foreman - 16 hrs.	364.71 mo.(21 da)	34.73
Matl. Clerk - 8 hrs.	321.76 mo.(21 da)	15.32
Truck operator - 16 hrs.	1.745 hr.	27.92
Laborers - 552 hrs.	1.529 hr.	844.01
Unload ballast:		
Laborers - 16 hrs.	1.529 hr.	24.46
Shift, reline & surface spur tracks:		
Foreman - 16 hrs.	364.71 mo.(21 da)	34.73
Truck operator - 16 hrs.	1.745 hr.	27.92
Laborers - 484 hrs.	1.529 hr.	740.04
Camp tending:		
Laborers - 48 hrs.	1.529 hr.	73.39

PR 713-1 Frog Welding Gang 3 (G. Jurgens)

Cutting bolts, etc. in new main track:		
Welder - 24 hrs.	1.985 hrs.	47.64
" 3 hrs.	2.98 hr. O.T.	8.94
Helper - 24 hrs.	1.685 hr.	40.44
" 3 hrs.	2.53 hr. O.T.	7.59

PR 713-2 Frog Welding Gang 3

Welding rail:		
Welder - 8 hrs.	1.985 hr.	15.88
Helper - 8 hrs.	1.685 hr.	13.48

October 1954 (Cont'd)

TE #905 Work Train Service (F 4967-8)				
Unload ballast - Loco 1032				
Trainman - Stevens		$ 50.35		
Engineman - Smith		30.68		
TE #907 Work Train Service (F 4967-8)				
Unload ballast - Loco 1055				
Trainman - Colosso		50.35		
Engineman - Norwood		30.68		
Unload ballast - Loco 1071				
Trainman - Asher		71.50		
Engineman - Johnson		45.57		
Trainman - Pearson		51.87		
Engineman - Wood		32.55	$12752.94	
Plus 4% Vacation Allowance on 12,203.22			488.13	
" 2% Paid Holidays on 12,203.22			244.06	
" 6½% RRR & UI Tax on 13,485.13			876.53	
" 3% Workmen's Comp. Ins. on 13,485.13			404.55	
" 1% Public Liability Ins. on 13,485.13			134.85	$14901.06

PERSONAL EXPENSES:

September 1954				
Vo. 502413, Bill M. Russell - Teleg. Clk.		2.00		
October 1954				
Vo. 497322, R. I. Lawhead - Rodman		1.30		
Vo. 497854, E. R. Hamlin - Rodman		1.25		
vo. 497156, Alfred Swadberg-Instrumentman		1.25		5.80

MATERIAL USED:

October 1954				
TE 956				
14 cars N Barnhart crushed rock (630 cu. yds.)		928.56		
TE 976				
9 cars N Barnhart gravel (405 cu. yds.)		594.37D		
F 4909 (507) #2235				
Construct main track account line change:				
1041 ea. N 7 x 9 x 8 cross ties	@ 3.42 ea.	3560.22D		
Indirect trtg. cost 1041 ea.	.4756 ea.	495.10		
3644.4 L ft. N 133.4# 1st qual. rail	94.70 NT	7673.26D		

October 1954 (Cont'd)

TE #905 Work Train Service (F 4967-8)				
Unload ballast - Loco 1032				
Trainman - Stevens		$ 50.35		
Engineman - Smith		30.68		
TE #907 Work Train Service (F 4967-8)				
Unload ballast - Loco 1055				
Trainman - Colosso		50.35		
Engineman - Norwood		30.68		
Unload ballast - Loco 1071				
Trainman - Asher		71.50		
Engineman - Johnson		45.57		
Trainman - Pearson		51.87		
Engineman - Wood		32.55	$12752.94	
Plus 4% Vacation Allowance on 12,203.22			488.13	
" 2% Paid Holidays on 12,203.22			244.06	
" 6½% RRR & UI Tax on 13,485.13			876.53	
" 3% Workmen's Comp.Ins. on 13,485.13			404.55	
" 1% Public Liability Ins. on 13,485.13			134.85	$14901.06

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Indirect trtg. cost 1041 ea.	.4756 ea.	495.10
3644.4 L ft. N 133.4# 1st qual. rail	94.70 NT	7673.26D

October 1954 (Cont'd)

F 4909 (507)#2235 (Cont'd)

126 L ft. N 133.4# Stock rail	139.30	NT	$ 390.25D
182 ea. N 133# joint bars 38" (6) 11102 lbs.	5.77	cwt	640.59
2 pr. N 133-131# comp. jts. (6)	21.93	pr.	43.86
6 pr N 133# insulated jts.	35.12	pr.	210.72
2136 ea. N 133# tie plates 47376 lbs.	5.15	cwt.	2439.86
1300 ea. N Ericson rail anchors	35.92	C	466.96
1397 lbs. N 1-1/16" Trk.blts.	10.61	cwt	148.22
570 ea. N 1-1/8" Spring Washers	89.67	M	51.11
7964 lbs. N 5/8" x 6¼" trk. spikes	7.02	cwt	559.07

Relay & retire portion of spur serving West. Elec. Co.

68 ea. N 7 x 9 switch ties (4268 BMF)	86.83	MBMF	370.59D
Indirect trtg. costs 4268 BMF	.0113	bmf	48.23
176.3 ft. N 133.4# 1st qual. rail	94.70	NT	371.18D
3 L ft. Scp.133.4# 1st.qual. cuttings	40.00	NT	2.66
15 L.ft. N 133.4# stock rail	139.30	NT	46.46D
1 ea. N 133# Split Switch 16.5'	513.37	ea.	513.37
1 ea. N 133# rigid frog 17' #10	650.97	ea.	650.97
1 ea. N 133# mang. guard rail, high	117.24	ea.	117.24
1 ea. N 133# mang. guard rail, low	121.13	ea.	121.13
1 ea. N Hi-star switch stand	65.33	ea.	65.33
1 ea. N Conn. rod 6'-0-3/4"	5.80	ea.	5.80
10 ea. N 133# Joint bars 38" (6) 610 lbs.	5.77	cwt.	35.20
2 pr. N 133# Insul. jts. (6)	35.12	pr.	70.24
2 pr. N 133-90# Comp. " "	18.71	pr.	37.42
77 ea. N 133# Tie plates 1708 lbs.	5.15	cwt.	87.96
300lbs. N 5/8 x 6¼" trk. spikes	7.02	cwt	21.06
30 ea. N 1-1/8" Spg. washers	89.67	M	2.69
39 ea. SH 131# rail anchors	.25	ea.	9.75
74 lbs. N 1-1/16" x 6" trk. bolts.	10.61	cwt	7.85

October 1954 (Cont'd)

Relay & extend spur trk. serving Rose City Coal Co.

98 ea. SH 7x 9 x 8 Cross ties	.50	ea.	$ 49.00	
61 ea. N 7 x 9 switch ties (3665 bmf)	86.83	MBMF	318.23D	
Indirect treating cost 3665 bmf	.0113	bmf	41.41	
128 L ft. N 133.4# 1st qual. rail	94.70	NT	269.52D	
3 L ft. Scp. 133.4# 1st qual. rail cuttings	40.00	NT	2.66	
374.2 L. ft. SH 130.8# rail	66.60	NT	543.29	
15 L ft. N 133.4# Stock rail	139.30	NT	46.46D	
1 ea. N 133# Split switch 16.5'	513.37	ea.	513.37	
1 ea. N 133# rigid frog 17' #10	650.97	ea.	650.97	
1 ea. N 133# mang. guard rail, high	117.24	ea.	117.24	
1 ea. N 133# mang. guard rail, low	121.13	ea.	121.13	
1 ea. N Hi. - star switch stand	65.33	ea.	65.33	
1 ea. N Conn. rod 6' 9-3/4"	5.80	ea.	5.80	
8 ea. N 133# joint bars 38" (6) 488 lbs.	5.77	cwt	28.16	
20 ea. SH 131# joint bars 38" (6) 1220 lbs.	4.40	cwt	53.68	
2 pr. N 133-131# comp.jts. (6)	21.93	pr.	43.86	
2 pr. N 133# Insul. jts. (6)	35.12	pr.	70.24	
57ea. N 133# tie plates HD-DS 1264 lbs.	5.15	cwt	65.10	
114 ea. SH 131# tie plates HD-DS 2529 lbs.	4.00	cwt	101.16	
336 lbs. N 5/8 x 6¼" trk. spikes	7.02	cwt	23.59	
514 lbs. SH 5/8 x 6¼" trk. spikes	5.20	cwt	26.73	
205 lbs. N 1-1/16" x 6" trk. bolts	10.61	cwt	21.75	
50 ea. N 1-1/8" Spring washers	89.67	M	4.48	
TE 945, Oxweld material:				
450 cu. ft. N acetylene	2.72	C cu.ft.	12.24	
1176 cu. ft. N oxygen	.78	"	9.17	$23981.21
Plus 5% handling on 10,340.67 (matl.thru stores)				517.03

FREIGHT:

Longview, Wash. to The Dalles, Ore. - 127 miles			
150945 lbs. = 75.4725 tons x 127 mi.			
= 9585 NTM @ .01 NTM		$ 95.85	
Portland, Ore. to The Dalles, Ore. - 85 miles			
25068 lbs. = 12.534 tons x 85 mi.			
= 1065 NTM @ .01 NTM		10.65	
The Dalles, Ore. to East Portland, Ore. - 84 miles			
187029 lbs. = 93.5145 tons x 84 mi.			
= 7855 NTM @ .01 NTM		78.55	
Barnhart, Ore. to East Portland, Ore. - 209 miles			
2565765 lbs. = 1282.8825 tons x 209 mi.			
= 268122 NTM @ .01 NTM		2681.22	
Seattle, Wash. to East Portland, Ore. - 183 miles			
281028 lbs. = 140.514 tons x 183 mi.			
= 25714 NTM @ .01 NTM		257.14	$27621.65

FORMS 1253, REPORT OF ROLLING STOCK:

September 1954

Extra Gang 748, Earnest Oaks			
12 outfit & revenue cars used a total			
of 331 days @ 1.016 day	336.30		
Total hrs. worked this job - 912			
Total hrs. worked during mo. - 6836			
912/6836 of 336.30		44.87	

October 1954

Signal Gang 782, Melvin H. Allen			
9 outfit & revenue cars used			
31 days ea. @ 1.016 day	283.46		
Total hrs. Worked this job - 422			
Total hrs. worked during mo. - 1778			
422/1778 of 283.46		67.28	
Extra Gang 748, Earnest Oaks			
12 outfit & revenue cars used			
a total of 342 days @ 1.016 day	347.47		
Total hrs. worked this job - 5860			
Total hrs. worked during mo. - 6567			
5860/6567 of 347.47		310.21	422.36

FORMS 1253-1, REPORT OF AUTOMOTIVE EQUIPMENT:

October 1954

Signal Gang 782, Melvin H. Allen Chev. 2 ton truck MW-68 370 miles @ .05 mi.	$ 18.50	
Extra Gang 748, E. Oaks Van truck 1½ ton MW-9 used 238 miles @ .05 mi.	11.90	
Flat dump truck 2 ton MW-88 used 451 miles @ .05 mile	22.55	
Frog Welding Gang 3, G. Jurgens Ford 1½ ton truck MW-63 used 25 miles @.05 mi.	1.25	
Section Gang 3, Roy Farella Motor car used 1 day @ .74 day	.74	
Section Gang 101, Sam Carone Motor car used 2 days @ .74 day	1.48	56.42

FORMS 4967-8, LOCOMOTIVE RENTAL:

September 1954

TE 807, Work train service - Sept. 17 Loco. 1328 used 1 day @ 79.409 da.	79.41	
TE 808 (Form 1253, Report of Rolling Stock) Loco crane 0293 used 1 day @ 6.19 da.	6.19	
5 outfit and revenue cars used 1 da. ea. @ 1.016 day	5.08	

October 1954

TE 905, Work train service - Oct. 25 Loco 1032 used 1 day @ 79.409 da.	79.41	
TE 907, Work train service - Oct. 6,13 & 14 Locos. 1055 and 1071 used a total of 3 days @ 79.409 da.	238.23	408.32

MATERIAL RELEASED:

October 1954

F-4909 (507) #2236

742 ea. Scp. 7x 9 x 8 cross ties	@ No value	-
260 ea. Scp. 7 x 9 x 8 cross ties	"	-
3644 L. ft. SH 130.8# 2 Plus rail	66.60 NT	5290.64

October 1954 (Cont'd)

39 L ft. Scp. 130.8# rail	40.00 NT	34.00
126 L ft. SH 130.8# stock rail	66.60 NT	182.95
194 ea. SH 131# joint bars 38" (6) 11834 lbs.	4.40 cwt	520.70
6 pr. Scp. 131# insul joints (6) 960 lbs.	1.50 cwt	14.40
2038 ea. SH 131# tie plates 33627 lbs.	4.00 cwt.	1345.08
1028 ea. Scp. 131# rail anchors	.02 ea.	20.56
39 ea. SH 131# rail anchors	.25 ea.	9.75
8000 lbs. Scp. trk. spikes	1.50 cwt	120.00
1426 lbs. Scp. 1-1/16"x6" trk. bolts.	1.50 cwt	21.39
582 ea. Scp. 1-1/8" Spring washers 90 lbs.	1.50 cwt	1.35
6 ea. Scp. 131# abrasion plates	1.50 cwt	1.13
Western Electric Company Spur:		
25 ea. Scp. 7x9x9 cross ties	No value	-
58 ea. Scp. 7x9 switch ties (3796 BMF)	"	-
146.5 L. ft. SH 130.8# rail (6387#)	66.60 NT	212.69
15 L ft. SH 130.8# stock rail (654#)	66.60 NT	21.78
111.4 L ft. Scp. 90# rail (3342#)	40.00 NT	66.84
1 ea. SH 131# split switch 16.5' 4205 lbs.	11.00 cwt	462.55
1 ea. SH 131# rigid frog 16.5' 2935 lbs.	12.00 cwt	352.20
1 ea. SH 131# H.F. guard rail low 646 lbs.	66.60 NT	21.51
1 ea. SH 131# H.F. guard rail, high 705.1 lbs.	66.60 NT	23.48
1 ea. Scp. Hi - star switch stand	1.75 ea.	1.75
1 ea. Scp. Conn. rod 6'-0-3/4"	incl. w/stand	
2 ea. SH 131# joint bars (6) 122#	4.40 cwt	5.37
8 ea. Scp. 131# frog angle bars 488 lbs.	1.50 cwt	7.32
2 pr. Scp. 131# insul. joints (6) 320 lbs.	1.50 cwt	4.80

2 pr. Scp. 131-90# comp.jts. 150 lbs.	1.50 cwt	2.25	
6 ea. Scp. 90# cont. joints (254#)	1.50 cwt.	3.81	
61 ea. SH 131# tie plates (1007#)	4.00 cwt	40.28	
52 ea. Scp 90# tie plates (406#)	1.50 cwt	6.09	
214 lbs. SH trk. spikes	5.20 cwt	11.13	
300 lbs. Scp. " "	1.50 cwt	4.50	
19 lbs. Scp 15/16" trk. blts	1.50 cwt	.29	
12 ea. Scp. 1" lock washers (2#)	1.50 cwt	.03	
102 lbs. Scp 1-1/16" x 6" trk. bolts	1.50 cwt	1.53	
42 ea. Scp. 1-1/8" spring washers 9.3 lbs.	1.50 cwt	.14	
Rose City Coal Company spur:			
56 ea. Scp. 7x9 switch ties (3696 BMF)	No value	-	
154.4 L ft. SH 130.8# rail (6732#)	66.60 NT	224.18	
15 L ft. SH 130.8# stock rail (654#)	66.60 NT	21.78	
1 ea. SH 131# split switch 16.5' 4205 lbs.	11.00 cwt	462.55	
1 ea. SH 131# rigid frog 16.5' 2935 lbs.	12.00 cwt	352.20	
1 ea. SH 131# H.F. guard rail, low 646 lbs.	66.60 NT	21.51	
1 ea. SH 131# rail, high 705.1 lbs.	66.60 NT	23.48	
1 ea. Scp. Hi-star switch stand	1.75 ea.	1.75	
1 ea. Scp. conn. rod 6'0-3/4"	incl. W/stand	-	
8 ea. Scp. 131# frog A-bars (411#)	1.50 cwt	6.17	
2 ea. SH 131# A-bars (122#)	4.40 cwt	5.37	
2 pr. Scp. 131# insul. joints (320#)	1.50 cwt	4.80	
70 ea. SH 131# tie plates (1155#)	4.00 cwt	46.20	
64 lbs. Scp. 1-1/16" x 6" trk. bolts	1.50 cwt	.96	
26 ea. Scp. 1-1/8" sprg. washers (6#)	1.50 cwt	.09	
300 lbs. SH 5/8"x6" trk.spks.	5.20 cwt	15.60	$ 9 998.93

cost to compile bill:

Bill Clerk	36 hrs. @ 1.967159 hr.	70.82		
Bill Examiner	3 hrs. @ 2.025511 "	6.08		
Comp. Operator	2½ hrs. @ 1.704438 "	4.26		
Typist	2 hrs. @ 1.745284 "	3.49	84.65	
Plus 4% Vacation Allowance on 84.65			3.39	
" 2% Paid Holidays on 84.65			1.69	
" 6½% RRR & UI Tax on 89.73			5.83	
" 3% Workmens Comp.Ins. on 89.73			2.69	
" 1% Public Liability Ins. on 89.73			.89	
" 1% Health & Welfare on 84.65			.85	99.99
			Total Expense	$33 516.67

D Material shipped direct

5-57-100M

Form 130 A

State of Oregon,
State Highway Commission,
Salem, Oregon.

COPY

BILL NO. 851965

MONTH'S ACCOUNT 7-1958

JF DEPT. NO. 5711

DATE MADE JUL 29 1958

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense incurred by our forces constructing line change, shifting main track, relaying rail thru 2 turnouts in connection with the Banfield Expressway, (NE 42nd Avenue - NE 92nd Avenue Section) at East Portland, Oregon for the State of Oregon per Contract Audit No. 83007, dated December 16, 1953. Our Work Order 7498-OW. Second Progressive Billing: Detail attached.	3 171	48

COPY

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UN N PACIFIC RAILROAD CO AN

Expense incurred by our forces constructing line change, shifting maintrack, relaying rail thru 2 turnouts in connection with the Banfield Expressway, (NE 42nd avenue - NE 92nd Avenue Section) at East Portland, Oregon for the State of Oregon per Contract Audit No. 83007, dated December 16, 1953. Our Work Order 7498-OW.

Second Progressive Billing:
Period November 1954 to May 1955, inclusive.
Billed under provisions of General Administrative memorandum No. 299 and subsequent amendments thereto.

LABOR:

November 1954

PR 713-1, Section Gang 1, (F. F. Petruzzelli)			
Surfacing track, remove ties, etc.			
Sectionmen	44 hrs.	@ 1.565 hr.	68.86
Foreman	8 hrs.	@ 327.43 mo. (22 ds.)	14.88
PR 713-2, Section Gang 1			
Picking up rails & other trk. Matl.			
Foreman	8 hrs.	@ 327.43 mo. (22 ds.)	14.88
Sectionmen	40 hrs.	@ 1.565 hr.	62.60
PR 713-2, Loco. Crane 0293 (G. Jurgens)			
Loading ties, rail & scrap			
Crane Operator	24 hrs.	@ 2.021 hr.	48.50
" "	½ "	@ 3.03 " OT	1.51
Helper	24 hrs.	@ 1.685 "	40.44
"	½ "	@ 2.53 " OT	1.26
TE #1007, Work Train Service (F 4967-8)			
Picking up track material			
Trainman - Doyle (Loco 1005,Nov.26-1 day			58.92
Engineman - Smith		do	40.65
Trainman - Clark (Loco 1002,Nov.30-½ day			25.17
Engineman- Smith		do	16.66
Trainman - Olson (Loco 1002,Nov.29-1 day			61.94
Engineman- Douthit		do	42.31

February 1955

PR 713-1, Extra Gang 748 (Earnest Oaks)			
Remove portion of Rose City Coal spur track			
Foreman	8 hrs.	@ 364.71 mo. (20 ds.)	18.24
Matl. Clerk	8 hrs.	@ 321.76 " (20 ds.)	16.09
Laborers	164 "	@ 1.529 hr.	250.76

March 1955

PR 713-1, Section Gang 1, (F. F. Petruzzelli)			
Replace Drake Lumber Co. spur.			
Foreman	56 hrs.	@ 335.83 mo. (23 ds.)	102.21
Sectionmen	366 "	@ 1.565 hr.	572.79

March 1955 (Cont'd)				
PR 713-2, Extra Gang 748, (Earnest Oaks)				
Surface & Line spur track.				
Foreman	4 hrs. @ 364.71 mo. (23 ds.)	7.93		
Matl. Clerk	4 hrs. @ 321.76 mo. (23 ds.)	6.99		
Truck Operator	4 hrs. @ 1.745 hr.	6.98		
Laborers	84 hrs. @ 1.529 hr.	128.44		
TE #305, Work Train Service (F 4967-8)				
Unloading ballast				
Trainman - Barry	(Loco 1302 Mar.14-½ day)	25.17		
Engineer - Conlon	do	15.34	1 649.52	
Plus 4% Vacation Allowance on $1,646.75			65.87	
" 2% Paid Holidays on 1646.75			32.94	
" 1% Health & Welfare on 1150.94			11.51	
" 6½% RRR & UI Tax on 1748.33			113.64	
" 3% Workmen's Comp. Ins. on 1748.33			52.45	
" 1% Public Liability Ins. on 1748.33			17.48	$1 943.41
MATERIAL USED:				
March 1955				
Form 3176				
5 cars crushed rock (233 C.Y.)	@ 65.70 Car	328.50D		
Freight:				
Barnhart, Ore. to East Portland, Ore. - 209 miles				
577,607 lbs. = 288.8035 tons x 209 mi. = 60,359.9 NTM	@ .01 NTM	603.60		932.10
FORMS 1253, REPORT OF ROLLING STOCK:				
February 1955				
Extra Gang 748, Earnest Oaks				
11 outfit & revenue cars used a total of 283 days	@ 1.016 day	287.53		
Total hrs. worked this job - 180				
" " " during mo. 6318				
$\frac{180}{6318}$ of 287.53			8.19	
March 1955				
Extra Gang 748, Earnest Oaks				
10 outfit & revenue cars used 31 days each	@ 1.016 day	314.96		
Total hrs. worked this job - 96				
" " " during mo. - 6480				
$\frac{96}{6480}$ of 314.96			4.67	12.86

FORMS 1253-1, REPORT OF AUTOMOTIVE EQUIP:			
February 1955			
Extra Gang 748, Earnest Oaks			
Truck 1½ ton MW-9 used 60 miles @ .05 mi.		3.00	
March 1955			
Extra Gang 748, Earnest Oaks			
Truck 1½ ton MW-9 used 30 miles @ .05 mi.		1.50	$ 4.50
FORMS 4967-8, LOCOMOTIVE RENTAL:			
November 1954			
TE 1007, Work Train Service-Nov. 26, 29 & 30			
Loco. 1005 used 1 day Nov. 26 @ 79.409 da.		79.41	
Loco. 1002 used 1½ days Nov. 29 & 30 @ 79.409 da.		119.11	
PR Other Gang - Load Ties, rail, etc.			
Loco. Crane 0293 used 3 days @ 6.19 da.		18.57	
March 1955			
TE 305, Work Train Service - Mar. 14			
Loco. 1302 used ½ day @ 79.409 da.		39.70	256.79
Cost to compile bill:			
Bill Clerk 8 hrs. @ 1.967 hr.	15.74		
Bill Examiner ½ " @ 2.025 hr.	1.01		
Comp. Operator ½ " @ 1.704 hr.	.85		
Typist ½ " @ 1.745 hr.	.87	18.47	
Plus 4% Vacation Allowance on $18.47		.74	
" 2% Paid Holidays on 18.47		.37	
" 1% Health & Welfare on 18.47		.18	
" 6½% RRR & UI Tax on 19.58		1.27	
" 3% Workmen's Comp. Ins. on 19.58		.59	
" 1% Public Liability Ins. on 19.58		.20	21.82
Total Expense			$ 3 171.48

D Material shipped direct

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

AUGUST 13, 1958

File Ref. No. D 9016 - 32 - 14

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

42d - 92d Avenue Section,
Banfield Expressway

Under date of October 6, 1955 there was sent to your Department in quadruplicate Railroad bill #719711 dated September 15, 1955 in the amount of $40,580.73, and under date of November 3, 1955 Railroad bill #669982 dated October 26, 1955 in the amount of $3,496.67, being first and second progressive billings respectively, covering expenses incurred by the Railroad in connection with rearranging track facilities on the captioned project.

Pursuant to recent conversations concerning the form of these bills, the above bills have been cancelled and the following bills which are submitted herewith in quadruplicate are substituted in lieu thereof:

First progressive billing, Railroad bill #851937 dated July 29, 1958 in the amount of $33,516.67.

Second progressive billing, Railroad bill #851965 dated July 29, 1958 in the amount of $3,171.48.

It will be appreciated if you will review these bills and if satisfactory place in line for early payment.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

encs.

RECEIVED
AUG 18 1958
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

March 24, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: 42nd-92nd Avenue Section of the
T. H. Banfield Expressway
Oregon BFI-323(7)

Dear Sir:

An audit has been completed on Union Pacific Railroad bills in connection with above project as per your request of February 25, 1958.

We are returning herewith the bills and agreement together with three copies of Form PR-302 citations compiled by our auditor in Omaha, Nebraska.

Very truly yours,

C. G. Polk
Division Engineer

By

A F Bester
A. F. Bester
Acting Division Engineer

Encls.

RECEIVED
[illegible]
STATE HIGHWAY ENGINEER

08-35 March 24, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: 42nd-92nd Avenue Section of the
T. H. Banfield Expressway
Oregon BFI-323(7)

Dear Sir:

An audit has been completed on Union Pacific Railroad bills in connection with above project as per your request of February 25, 1958.

We are returning herewith the bills and agreement together with three copies of Form PR-3[illegible] [illegible]ations compiled by our auditor in Omaha, Nebraska.

Very truly yours,

C. G. Polk
Division Engineer

By

A. F. Bester
Acting Division Engineer

Encls.

RECEIVED
[illegible]

FORM PR-302
(7-19-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF ITEMS FOR ADMINISTRATIVE REVIEW

PAGE 1 OF 5 PAGES

VOUCHER ON WHICH FIELD AUDIT HAS BEEN MADE

VOUCHER (Specify Progress No. or "Final")	NET AMOUNT SUBMITTED	STATE	PROJECT NO.
	$	Oregon	BFI 323(7)

PRIMARY OR SUBSIDIARY CLAIM

CLAIMANT	BILL NO.	AMOUNT
Union Pacific		$

ITEMS FOR REVIEW

Comment:

Audit of the following bills has been made in the office of the UPRR in Omaha: 666728, 669984, 719711, 783413, 691574, 715891, 657258 and 669982. These bills have been audited on the interpretation of G.A.M. 299 not being a control. All work performed was audited on the conditions as set forth in paragraph (f) page 8. Some of the bills state that they are prepared under provisions of G.A.M. 299 or PPM 30-3, which is somewhat misleading as they actually are a combination of GMA, Section 24, GAM 299 and PPM 30-3. The carrier indicated that a revision may be presented to the Oregon State Highway Department, making all bills conform to General Managers Agreement which would in general, increase the amounts.

Bill666728 - $57,913.36

Page 2

1 The basic records for the following Telegraph Department labor do not support the charges as shown in the bill. From the information available in Omaha no adjustment could be made.

Equipmentman	58 hours	$121.65	
Lineman	90 Hours	176.49	
Groundman	52 Hours	89.49	
			$387.63

Page 3

Lineman	8 Hours	15.69
Equipmentman	20 Hours	45.44
Linemen	20 Hours	39.22
Groundman	28 Hours	48.19

SIGNATURE Clarence A. Jones (Continued on page 2) Omaha, Nebr. 3-11-12-13, 1958
Auditor Place Date

Action	RECOMMENDED	APPROVED
	ITEM NO(S).	ITEM NO(S).
Deduct		
Credit		
None		

SIGNATURE

TITLE DATE

SIGNATURE

TITLE DATE

GPO 16—67990-1

USCOMM-DC 40053

Form FA-2-a

SUBMIT IN QUADRUPLICATE

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

Oregon Project/Docket No. ERI 323(7) Sheet 2

G P O 8—12484

Item	Description, etc.				Amount
	(Page 3 Cont.)				
	Lineman	8 Hours	16.66		
	Lineman	40 Hours	78.44		
	Groundman	24 Hours	41.30	284.94	
	Page 5				
	Lineman	32 Hours	62.75		
	Groundman	64 Hours	110.14		
	Lineman	24 Hours	44.42	217.31	
	Total Telegraph Labor unsupported				$889.88

Page 11 Personal Expenses:

2 The following could not be entirely supported as a true charge, neither could they be adjusted from records available:

January 1954	
Voucher No. 406192	89.70
Voucher No. 404626	89.65
Voucher No. 409562	140.00
February 1954	
Voucher No. 422590	56.50
Voucher No. 409562	19.50
Voucher No. 422586	20.30
Total amount		415.65

3 Page 25 April 1954

5 outfit and revenue cars used			
81 days at $1.016	411.48		
Should be	82.30		
As billed		240.19	
As audited		119.53	
	Difference cited		120.66

TC/

Form FA-2-a

SUBMIT IN QUADRUPLICATE

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

Oregon Project/Docket No. BPI 323(7) Sheet 3
GPO 8-13434

Item	Description, etc.	Amount
4	Page 26 May 1954	
	Total Hours worked this job 1045	
	Should be 285	
	1045/2241 of 349.50 $162.98	
	285/2241 of 349.50 44.45	
	Difference cited	118.53
5	July 1954	
	Total Hours worked this job 674	
	Should be 658	
	674/1821 of 283.46 104.92	
	658/1821 of 283.46 102.42	
	Difference cited	2.50
	Page 29 Work performed by outside parties:	
6	M. J. Goss Motor Company - these charges are for rental of cars, but the records do not indicate who used the car or for what purpose.	
	Voucher No. for June S/B - 446202	
	Tota Goss Motor Company (10 charges) cited for your consideration	591.30
	Bill No. 669984 - 6,894.07	
	Page 4 Personal expenses: November 1950 - Should be November 1954	
	Page 5	
7	Work by outside parties: Same as item 6 above Total Goss Motor Company	940.78

SUBMIT IN QUADRUPLICATE

Form FA-2-a

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

Oregon Project/Docket No. EFI 323(7) Sheet 4

G P O 8—13434

Item | Description, etc. | Amount

Bill No. 719711 - 40,580.73

Page 4

8 Indirect trtg. cost for 1041 cross ties. The unit price for this is incorrectly shown.

As billed 1041 at .4756 495.10
As audited 1041 at 0.3453 395.46
Total cited 135.64

9 Indirect trtg. cost for 4268 BMF Switch ties is incorrectly billed at .0113 BMF.

4268 at .0113 48.23
Should be 4268 at 0.0082 35.00
Total cited 13.23

Page 5

10 Indirect trtg. costs 3665 BMF
as billed 3665 at 0.0113 41.41
Should be 3665 at 0.0082 30.05
Total cited 11.36

Bill No. 783413 - 2940.22

Page 4
Rolling stock
April 1956
11 Signal gang 3416
The bill shows charge for 10 outfit and revenue cars whereas there were but 9 cars used 30 days, a total of 270 days.
As billed 248/1928 of 351.42 45.20
Should be 270/1928 of 328.32 42.32
Total cited 2.88

Form FA-8-a

SUBMIT IN QUADRUPLICATE

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

Oregon Project/Docket No. BFI 323(7) Sheet 5

Item	Description, etc.	Amount
	Page 5 Work by outside party	
12	Charges for car rental from Gess Motor Company cannot be identified with any individual or for what purpose the mileage incurred. Cited for your information	534.55
	Bill No. 691574 - 309.81	
	Page 5	
13	Work by outside party Same as item 12 above Cited for your information	813.23

Note:

Consideration, where applicable, should be given to the additive costs if the above items are deleted.

FORM PR-302
(-19-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

STATEMENT OF ITEMS FOR ADMINISTRATIVE REVIEW

PAGE 1 OF 5 PAGES

VOUCHER ON WHICH FIELD AUDIT HAS BEEN MADE

VOUCHER (Specify Progress No. or "Final")	NET AMOUNT SUBMITTED	STATE	PROJECT NO.
	$	Oregon	BFI 323(7)

PRIMARY OR SUBSIDIARY CLAIM

CLAIMANT	BILL NO.	AMOUNT
Union Pacific		$

ITEMS FOR REVIEW

Comment:

Audit of the following bills has been made in the office of the UPRR in Omaha: 666728, 669984, 719711, 783413, 691574, 715891, 657258 and 669982. These bills have been audited on the interpretation of G.A.M. 299 not being a control. All work performed was audited on the conditions as set forth in paragraph (f) page 8. Some of the bills state that they are prepared under provisions of G.A.M. 299 or PPM 30-3, which is somewhat misleading as they actually are a combination of GMA, Section 24, GAM 299 and PPM 30-3. The carrier indicated that a revision may be presented to the Oregon State Highway Department, making all bills conform to General Managers Agreement which would in general, increase the amounts.

Bill 666728 - $57,913.36

Page 2

1 The basic records for the following Telegraph Department labor do not support the charges as shown in the bill. From the information available in Omaha no adjustment could be made.

Equipmentman	58 hours	$121.65	
Lineman	90 Hours	176.49	
Groundman	52 Hours	89.49	
			$387.63

Page 3

Lineman	8 Hours	15.69
Equipmentman	20 Hours	45.44
Linemen	20 Hours	39.22
Groundmen	28 Hours	48.19

SIGNATURE Clarence A. Jones (Continued on page 2) Omaha, Nebr. 3-11-12-13, 1958
Auditor Place Date

Action	RECOMMENDED ITEM NO(S).	APPROVED ITEM NO(S).
Deduct		
Credit		
None		

SIGNATURE		SIGNATURE	
TITLE	DATE	TITLE	DATE

GPO 16—67890-1

USCOMM-DC 40053

Form FA-2-4

SUBMIT IN QUADRUPLICATE

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

Oregon .... Project/Docket No. RFI 323(7) .... Sheet 2

GPO 8—13434

Item	Description, etc.				Amount
	(Page 3 Cont.)				
	Lineman	8 Hours	16.66		
	Lineman	40 Hours	78.44		
	Groundman	24 Hours	41.30		
				284.94	
	Page 5				
	Lineman	32 Hours	62.75		
	Groundman	64 Hours	110.14		
	Lineman	24 Hours	44.42		
				217.31	
	Total Telegraph Labor unsupported				$889.88
	Page 11 Personal Expenses:				
2	The following could not be entirely supported as a true charge, neither could they be adjusted from records available:				
	January 1954				
	Voucher No. 406192		89.70		
	Voucher No. 404626		89.65		
	Voucher No. 409562		140.00		
	February 1954				
	Voucher No. 422590		56.50		
	Voucher No. 409562		19.50		
	Voucher No. 422586		20.30		
	Total amount				415.65
3	Page 25 April 1954				
	5 outfit and revenue cars used				
	81 days at $1.016	411.48			
	Should be	82.30			
	As billed		240.19		
	As audited		119.53		
	Difference cited				120.66

SUBMIT IN QUADRUPLICATE

Form FA-2-a

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

Oregon Project/Docket No. BFI 323(7) Sheet 3
GPO 8—12424

Item	Description, etc.	Amount
4	Page 26 May 1954 Total Hours worked this job 1045 Should be 285 1045/2241 of 349.50 $162.98 285/2241 of 349.50 44.45	
	Difference cited	118.53
5	July 1954 Total Hours worked this job 674 Should be 658 674/1821 of 283.46 104.92 658/1821 of 283.46 102.42	
	Difference cited	2.50
	Page 29 Work performed by outside parties:	
6	M. J. Goss Motor Company - these charges are for rental of cars, but the records do not indicate who used the car or for what purpose.	
	Voucher No. for June S/B - 446202 Tota Goss Motor Company (10 charges) cited for your consideration	591.30
	Bill No. 669984 - 6,894.07	
	Page 4 Personal expenses: November 1950 - Should be November 1954	
7	Page 5 Work by outside parties: Same as item 6 above Total Goss Motor Company	940.78

SUBMIT IN QUADRUPLICATE

Form FA-2-a

U. S. BUREAU OF PUBLIC ROADS

DIVISION OF CONTROL

Oregon Project/Docket No. RFI 323(7) Sheet 4

G P O 8—13424

Item *Description, etc.* *Amount*

Bill No. 719711 - 40,580.73

Page 4

8 Indirect trtg. cost for 1041 cross ties. The unit price for this is incorrectly shown.

As billed 1041 at .4756 495.10
As audited 1041 at 0.3453 395.46
Total cited 135.64

9 Indirect trtg. cost for 4268 BMF Switch ties is incorrectly billed at .0113 BMF.

4268 at .0113 48.23
Should be 4268 at 0.0082 35.00
Total cited 13.23

Page 5

10 Indirect trtg. costs 3665 BMF
as billed 3665 at 0.0113 41.41
Should be 3665 at 0.0082 30.05
Total cited 11.36

Bill No. 783413 - 2940.22

Page 4
Rolling stock
April 1956

11 Signal gang 3416

The bill shows charge for 10 outfit and revenue cars whereas there were but 9 cars used 30 days, a total of 270 days.

As billed 248/1928 of 351.42 45.20
Should be 270/1928 of 328.32 42.32
Total cited 2.88

Form FA-9-a

SUBMIT IN QUADRUPLICATE

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

Oregon Project/Docket No. BFI 323(7) Sheet 5

GPO 8—12434

Item	Description, etc.	Amount
	Page 5 Work by outside party	
12	Charges for car rental from Goss Motor Company cannot be identified with any individual or for what purpose the mileage incurred.	
	Cited for your information	534.55
	Bill No. 691574 - 309.81	
	Page 5	
13	Work by outside party	
	Same as item 12 above	
	Cited for your information	813.23

Note:

Consideration, where applicable, should be given to the additive costs if the above items are deleted.

FORM E-123X 50M 5-57

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 2[illegible], 19[illegible]

~~Mr.~~ C. G. Polk, District Engineer
Bureau of Public Roads
Room [illegible]
State Highway Building
Salem, Oregon

Dear Sir:

Re: [illegible]2nd Avenue- [illegible]2nd Avenue Section of T. H. Banfield Expressway, F.A.P. Oregon UFI - 323 (7)

Attached find Union Pacific Railroad Company bills covering cost of rearranging their facilities to accommodate construction of the above project. Bills Submitted are:

Bill No. [illegible] (1st Prog.) Signal work, etc.
Bill No. [illegible] (2nd Prog.) Signal work, etc.
Bill No. [illegible] (3rd Prog.) Signal work, etc.
Bill No. 7[illegible]3413 (4th Prog. & F) Signal work, etc.
Bill No. 71[illegible]723 (1st Prog.) Track work, etc.
Bill No. [illegible] (2nd Prog. & F) Track work, etc.
Bill No. [illegible] (R Spur Bill) Track work, etc.
Bill No. 7[illegible] (R Spur Bill) Track work, etc.

Will you please audit these bills for us. A copy of the State/Railroad agreement under which the work was done is attached for the auditors use. If additional information is required to make the audit please let us know and we will send it along. Bills and the agreement attached are a part of our working file. We would appreciate return of these when the audit is completed.

Very truly yours,

W. C. Williams
State Highway Engineer

FORM 260
11-56 25M

UNION PACIFIC RAILROAD COMPANY
ACCOUNTING DEPARTMENT

R. M. SUTTON, VICE PRESIDENT AND GENERAL AUDITOR
E. M. KERRIGAN, SENIOR ASSISTANT GENERAL AUDITOR
H. J. BEARSS, ASSISTANT GENERAL AUDITOR

E. R. MILLER, AUDITOR OF DISBURSEMENTS
L. V. PEART, AUDITOR OF GENERAL AND STATION ACCOUNTS
G. A. O'KEEFE, AUDITOR OF MISCELLANEOUS ACCOUNTS

L. C. CHAMBERLIN, AUDITOR OF FREIGHT ACCOUNTS
H. B. JACOBSEN, AUDITOR OF PASSENGER ACCOUNTS
L. R. HILKER, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

OMAHA 2, NEBRASKA.

October 21, 1957
G 13-0

Mr. P. M. Stephenson,
Bridge Engineer,
Oregon State Highway Department,
Salem, Oregon

Dear Sir:

This refers to your letter of September 11, 1957, relative to 42nd Avenue - 92nd Avenue section of T. H. Banfield Expressway, agreement audit No. 83007.

The bills in question are the final billing for all work in connection with this agreement.

Yours truly,
L. V. PEART

RECEIVED
OCT 21 1957
OREGON
STATE HIGHWAY COMMISSION

September 11, 1957

Union Pacific Railroad Company
1416 Dodge Street
Omaha 2, Nebraska

ATTN: Mr. L. V. Peart, Auditor of General & Station Accounts

Gentlemen:

RE: 42nd, 92nd Avenue Section of T.H. Banfield
Expressway, Agreement Audit No. 83007

We have the following listed bills for your work on the above project.

Bill No. 657258, Track Work
Bill No. 715891, Track Work
Bill No. 719711, Track Work (1st Progressive)
Bill No. 669982, Track Work (2nd Progressive)
Bill No. 666728, Wire Work & etc. (1st Progressive)
Bill No. 669984, Wire Work & etc. (2nd Progressive)
Bill No. 691574, Wire work & etc. (3rd Progressive)
Bill No. 783413, Wire work & etc. (4th Progressive)

Will you please advise as to whether or not the above listed bills compile total cost of all of your work on this section. If they do not when can we expect the final billing?

Very truly yours,

P. M. Stephenson
Bridge Engineer

CAG/kcs

Salem, Oregon March 13, 19 57

STATE OF OREGON

To Union Pacific Railroad Company
Omaha 2, Nebraska, Dr.

Project 42nd Avenue–92nd Avenue
T. H. Banfield Expressway

Highway Comm. Agreement No. RR458

Sub-Division No.

Ry. Company's Agreement No. Audit 83007

Estimate No. 7

Period Covered 11/55, 12/55, 1/56, 2/56, 3/56, 4/56, 5/56

Prefix & Acct. No. 26-1053

Item	Total Amount to Date	Previous Amount	Present Amount
Bills ✓657258, ✓715891,			
✓666728, ✓669984, ✓719711,			
✓669982, ✓691574	112844.58	112844.58	
Bill ✓783413	2490.22		2490.22
Totals	115334.80	112844.58	2490.22
Retained 10 %	11533.48	11284.46	249.02
Total Payments	103801.32	101560.12	2241.20

Computed by ______ Checked by ______

Pay This Estimate $ 2241.20

Approved Field Engr. ______

Approved:

Previous Voucher No. ______

Bridge Office Engineer

FORM 830—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 6th, 1957

SUBJECT: 42nd Avenue-92nd Avenue
Banfield Expressway

To: P. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

Herewith bill No. 783413 from the Union Pacific Railroad Company in connection with the above subject project. This bill has been checked by Mr. James Don, resident engineer, and approved by him. Approval of this bill for payment is recommended.

AE Johnson

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: James Don
L. R. Allen

5 55 100M

Form 130 A

Oregon State Highway Department,
Salem, Oregon.
Attention: Mr. W. C. Williams,
State Highway Engineer.

COPY

To UNION PACIFIC RAILROAD COMPANY, Dr.

BILL NO. 783413

MONTH'S ACCOUNT 1-1957

JF DEPT. NO. 979

DATE MADE [illegible] 19

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense incurred by our forces replacing open wire telegraph pole line with underground cable, transferring communication crossarms and wires to signal pole line, making temporary rearrangement of signal and communication pole lines and furnishing engineering, flagmen and inspection service at M.P. 3.04 to M.P. 5.96 in connection with Banfield Expressway (NE 42nd Avenue - NE 92nd Avenue Section) at East Portland, Oregon, for the State of Oregon per Contract Audit No. 83007 dated December 16, 1953. Our Work Order 7498-OW.

Fourth Progressive Billing: Detail Attached	2940	22

The records supporting the charges in this bill are located in the office of the Auditor of Disbursements, Omaha 2, Nebraska.

COPY

OK Mar 5 1957
James Don
APPROVED A. C. Johnson
Assistant DIVISION ENGINEER

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Expense incurred by our forces replacing open wire telegraph pole line with underground cable, transferring communication crossarms and wires to signal pole line, making temporary rearrangement of signal and communication pole lines and furnishing engineering, inspection and flagmen service at M.P. 3.04 to M.P. 5.96 in connection with the Banfield Expressway (NE 42nd Avenue - NE 92nd Avenue Section) at East Portland, Oregon, for the State of Oregon per Contract Audit No. 83007, dated December 16, 1953. Our Work Order 7498-OW.

__Fourth Progressive Billing:__

Period November 1955 to June 1956
Billed under provisions of Policy and Procedure Memorandum No. 30-3 and subsequent amendments thereto.

LABOR:

November 1955	
PR 701-1, Supt. Oregon (F.I.Dennis)	
Engineering	
√Engineer Insp. - 32 hrs.√@480.00 mo. (22 ds)	87.27√
PR 701-2, Supt. Oregon	
Engineering	
√Engr. Insp. - 31 hrs.√@ 480.00 Mo.(22 ds.)	84.55√
√PR 713-1&2, Section Gang 1, (F.F.Petruzzelli)	
√Flagging NE 82nd Street	
Sectionmen - 135 hrs.√@ 1.565 hr.	211.28√
December 1955	
PR 701-1, Supt. Oregon (F.I.Dennis)	
Engineering	
√Engr. Insp. - 25 hrs.√@ 480.00 mo.(22 ds)	68.18√
PR 701-2, Supt. Oregon	
Engineering	
√Engr. Insp. - 16 hrs.√@ 480.00 mo.(22 ds)	43.64√
January 1956	
PR 701-1, Supt. Oregon (F.I.Dennis)	
Engineering	
√Engr. Insp. - 13 hrs.√@ 518.00 Mo.(22 ds)	38.26√
PR 701-2, Supt. Oregon	
Engineering	
√Engr. Insp. - 30 hrs.√@ 518.00 mo.(22 ds)	88.29√
February 1956	
PR 701-1, Supt. Oregon (F.I.Dennis)	
Engineering	
√Engr. Insp. - 31 hrs.√@ 518.00 mo.(21 ds)	95.58√
PR 701-2, Supt. Oregon	
Engineering	
√Engr. Insp. - 8 hrs.√@ 518.00 mo.(21 ds)	24.67√

March 1956			
PR 701-1, Supt. Oregon (F.I.Dennis)			
Engineering			
√Engr. Insp. - 8 hrs.√ @ 518.00 mo.(22 da)	23.55√		
PR 701-2, Supt. Oregon			
Engineering			
√Engr. Insp. - 8 hrs.√@ 518.00 mo.(22 da)	23.55√		
April 1956			
PR 701-1, Supt. Oregon (F.I.Dennis)			
Engineering			
√Engr. Insp. - 2 hrs.√@ 518.00 mo.(21 da)	6.17√		
PR 701-2, Supt. Oregon			
Engineering			
√Engr. Insp. - 4 hrs.√@ 518.00 mo.(21 da)	12.33√		
PR 712-2, Signal Gang 3416, (C.J.Green)			
√Replace signal line			
Foreman - 32 hrs.√@ 482.67 mo. (25 da)	77.23√		
Signalman - 96 hrs.√@ 2.178 hr.	209.09√		
Asst. Signalman - 72 hrs.√@2.058 hr.	148.18√		
" " 8 hrs.√@ 2.01 hr.	16.08√		
Helper - 40 hrs.√@ 1.866 hr.	74.64√		
May 1956			
PR 701-1, Supt. Oregon (F.I.Dennis)			
Engineering			
√Engr. Insp. - 1 hr.√@ 518.00 mo.(23 da)	2.82√		
June 1956 - None	—	1335.36	
Plus 4% Vacation Allowance on 1335.36		53.41	
2% Paid Holidays on 1335.36		26.71	
1% Health & Welfare on $741.72 (Nov. 1955 to Febr. 1956)		7.42	
2% Health & Welfare on $593.64 (March 1956 to June 1956)		11.87	
6½% RRR & UI Tax on $524.62 (Nov. and Dec. 1955)		34.10	
7½% RRR & UI Tax on $890.86 (Jan. 1956 to June 1956)		66.81	
3% Workmens Comp. Ins. on $1415.48		42.46	
1% Public Liability Ins. on $1415.48		14.15	$1592.29

PERSONAL EXPENSES:

November 1955	
Vo. 646949, F.I. Dennis - Engr. Insp.	3.50
December 1955	
Vo. 642346, F.I. Dennis - Engr. Insp.	1.10

Mls

January 1956		
Vo. 670991, F.I. Dennis - Engr. Insp.	$ 2.50	
February 1956		
Vo. 662466, F.I. Dennis - Engr. Insp.	1.50	
March 1956		
Vo. 691867, F.I. Dennis - Engr. Insp.	1.00	
April 1956		
Vo. 683402, F.I. Dennis - Engr. Insp.	1.10	
May 1956		
None -	--	
June 1956		
None -	--	$10.70

MATERIAL USED:

March 1956				
F 502-1	#1746, R-383			
✓200 ea.	N sleeve, nico.1-114J	@ .08	ea.	16.00
✓200 ea.	N sleeve, nico.1-128J	@ .09	ea.	18.00
✓50 ea.	N " " 1-128J	@ .10	ea.	5.00
April 1956				
F 502-1	#1824, R-346			
1000 ft.	SH No. 10 AWG solid 40% copperweld line wire (187#)	@ 56.25	cwt.	105.19
2 ea.	N 550 volt lightning arrester #51081	@ 5.30	ea.	10.60
72 ea.	SH side groove insulators	7.50	C	5.40
8 ea.	SH galv. thru bolts 5/8".14"	@ .17	ea.	1.36
16 ea.	SH galv. thru bolts 5/8"x18"	@ .26	ea.	4.16
24 ea.	SH galv.DA bolts 5/8"x18"	.34	ea.	8.16
10 ea.	SH Crossarms 6'-4 pin	@ 1.45	ea.	14.50
72 ea.	SH steel crossarm pins	@ .43	ea.	30.96
12 ea.	SH " " pins with wood cobs	@ .28	ea.	3.36
30 ea.	SH lag screws 1/2"x4"	@ 3.75	C	1.13
60 ea.	SH " " 3/8"x2½"	@ 1.90	C	1.14
15 ea.	SH top groove porcelain insulator	@ .17	ea.	2.55
2 ea.	N angle eye thimble	@ .46	ea.	.92
20 ea.	SH 10 pin crossarms	@ 2.20	ea.	44.00
60 ea.	SH crossarm braces	@ .19	ea.	11.40
F 502-1	#1847, R-352			
20 ea.	N nicopress sleeves #81-128J	@ .08	ea.	1.60

5 ea. N nicropress sleeves #101-102J	@	.09 ea.	.45		
45 ea. N nicropress sleeves #101-102J	@	.09 ea.	4.05		
2000 ft. N No. 8 AWG solid 40% copperweld line wire (142#)	@	.54 lb.	76.68		
2000 ft. SH No. 6 AWG H.D. weather-proof line wire (250#)		52.50 cwt.	131.25		

F502-1 #1795, R-318

10 ea. N crossarm bolts 20" #9820	@	.37 ea.	3.70		
18 ea. N Crossarm bolts 18" #9818	@	.30 ea.	5.40		
100 ea. N sleeve, nico.1-114J	@	.03 ea.	3.00		
100 ea. N " " 1-128J	@	.07 ea.	7.00		
12 lbs. N tie wire, cw #12	@	.46 lb.	5.52		
38 lbs. N tie wire, cw #10	@	.39 lb.	14.82		
350 ea. N sleeves, nico 1-114J	@	.03 ea.	10.50		
500 ea. N " " 1-128J	@	.08 ea.	40.00		

Material used in temporary installations:
April 1956
F 502-1 #1795, R-318

786.5 lbs. N line wire 3/4m cw #9	@	.58 lb.	456.17		
290.25 lbs. N line wire cw #8	@	.54 lb.	156.74		
Amount depreciable and chargeable to State of Oregon - 10% of			612.91	61.29	649.09
Plus 5% Handling on $643.57					32.18

Freight:
Omaha to East Portland - 1784 miles
1264 lbs. - .632 tons
.632 NT x 1784 mi. - 1127.488 NTM @ .01 NTM 11.27 $ 692.54

FORMS 1253, REPORT OF ROLLING STOCK:
April 1956
Signal Gang 3416, C.J.Green
10 outfit and revenue cars used
a total of 289 days @ 1.216 da. 351.42
Total hrs. worked this job - 248 328.
" " " during mo. 1928
248/1928 of $351.42 13 47.32 45.20

WORK PERFORMED BY OUTSIDE PARTIES:

M.J. Goss Motor Co. - Car Rental

Nov. 1955	Vo. 640441	89.42		
Nov. 1955	Vo. 654789	160.85		
Dec. 1955	Vo. 631886	82.42		
Jan. 1956	Vo. 662349	37.20		
Feb. 1956	Vo. 654220	49.89		
Mar. 1956	Vo. 680615	43.50		
Apr. 1956	Vo. 677502	46.73		
May 1956	Vo. 700597	24.54		
June 1956	None	- -		$ 534.55

Cost to Compile Bill:

Bill Clerk	18 hrs. @ 2.3215 hr.	41.79		
Bill Examiner	1¼ hrs. @ 2.3857 hr.	2.98		
Comp. Operator	2 hrs. @ 2.0325 hr.	4.07		
Typist	2½ hrs. @ 2.0775 hr.	5.19	54.03	
Plus	4% Vacation Allowance on $54.03		2.16	
	2% Paid Holidays on $54.03		1.08	
	2% Health & Welfare on $54.03		1.08	
	7½% RRR & UI Tax on $57.27		4.30	
	3% Workmen's Comp. Ins. on $57.27		1.72	
	1% Public Liability Ins. on $57.27		.57	64.94
	Total Expense			$2940.22

Audited 3-11-13-58
See FA-302

To Mr. L. R. Allen 1O C CO NY DATE February 6, 1957

FORM 260
3-56-25M

Herewith 3 copies of Union Pacific Railroad Company Bill No. 783413, covering work on the 42nd, 92nd Avenue job on the Banfield Expressway, for check and approval.

C. A. Gardner, Office Engineer

SIGNED CAG

:HAMBERLIN, AUDITOR OF FREIGHT ACCOUNTS
IACOBSEN, AUDITOR OF PASSENGER ACCOUNTS
HILKER, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

MAHA 2, NEBRASKA,

ober 26, 1956

G 13-0

PLEASE REPLY HERE

TO C A [illegible] DATE [illegible] 1957

No distribution on U.P.R.R. [illegible]

bills as [illegible] from

[illegible]

[illegible]

42nd Ave - 92nd Ave Banfield Expressway.

TH Banfield

Cont # 4053

Prof 20-1935

SIGNED [illegible]

r 1, 1956,
of R. H.
.

e final
greement
lly

,

EART

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS, ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

COAST SALESBOOK COMPANY-PORTLAND

CT 29 1956
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

UNION PACIFIC RAILROAD COMPANY

FORM 260
3-56-25M

ACCOUNTING DEPARTMENT

R. M. SUTTON, VICE PRESIDENT AND GENERAL AUDITOR
E. M. KERRIGAN, SENIOR ASSISTANT GENERAL AUDITOR
H. J. BEARSS, ASSISTANT GENERAL AUDITOR

E. R. MILLER, AUDITOR OF DISBURSEMENTS
L. V. PEART, AUDITOR OF GENERAL AND STATION ACCOUNTS
G. A. O'KEEFE, AUDITOR OF MISCELLANEOUS ACCOUNTS

L. C. CHAMBERLIN, AUDITOR OF FREIGHT ACCOUNTS
H. B. JACOBSEN, AUDITOR OF PASSENGER ACCOUNTS
L. R. HILKER, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

OMAHA 2, NEBRASKA,

October 26, 1956

G 13-0

Mr. P. M. Stephenson,
Bridge Engineer,
Oregon State Highway Department,
Salem, Oregon.

Dear Sir:

This refers to your letter of October 1, 1956, relative to 42nd Avenue - 92nd Avenue section of R. H. Banfield Expressway, agreement audit No. 83007.

The bills in question do not comprise final billing for all work in connection with this agreement as our records indicate project is not physically completed.

Yours truly,

L. V. PEART

RECEIVED
OCT 29 1956
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

FORM E-120 50M REVISED 2-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 1, 19[illegible]

Union Pacific Railroad Company
1416 Dodge Street
Omaha 2, Nebraska

Attention: Mr. L. V. Peart, Auditor of General and
Station Accounts

Gentlemen:

Re: 42nd Avenue-92nd Avenue Section of T. H. Banfield Expressway, Agreement Audit No. 83007

Do the bills listed in your inquiries of February 14 and August 20 comprise final billing for all of your work on the above job.

Very truly yours,

P. M. Stephenson
Bridge Engineer

CAG:eh

cc C.A. Gardner

Salem, Oregon July 25, 1956, 19

STATE OF OREGON

To Union Pacific Railroad Co., Omaha 2, Nebraska, Dr.

Project 42nd Avenue - 92nd Avenue Section
T. H. Banfield Expressway

Highway Comm. Agreement No. 458

Sub-Division No.

Ry. Company's Agreement No. Audit 83007

Estimate No. 6

Period Covered June - October 1955

Prefix & Acct. No. 26-1035

Item	Total Amount to Date	Previous Amount	Present Amount
Bills 657258, 715891, 666728, 669984,			
719711, 669982	112,534.77	112,534.77	
Bill 691574	309.81		309.81
Totals	112,844.58	112,534.77	309.81
Retained 10 %	11,284.46	11,253.48	30.98
Total Payments	101,560.12	101,281.29	278.83

Pay This Estimate $ 278.83

Computed by ____ Checked by ____

Approved Field Engr. ____

Previous Voucher No. ____

Approved:

Bridge Office Engineer

FORM E-30X—37,500—2-55—62987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 26, 1956

SUBJECT: 42nd Avenue - 92nd Avenue Grading
T. H. Banfield Expressway
P refix 26-1035, Cont. No. 4053

To: Mr. P. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

L

Herewith Bill No. 691574, from the Union Pacific Railroad Company, for work done in connection with the above subject project for the period June 1955, to October 1955.

This bill has been approved by Mr. Lloyd Shaw, Resident Engineer, and your approval of the bill is recommended.

A E Johnson
A. E. JOHNSON
Assistant Division Engineer

AEJ:ar
Encl.
cc: Lloyd Shaw

RECEIVED
JUN 27 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

5-55 100M

Form 130 A

State of Oregon,
State Highway Commission,
Salem, Oregon.

BILL NO. 691574

MONTH'S ACCOUNT 4-1956

JF DEPT. NO. 2710

DATE MADE ______ 19__

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense incurred by our forces replacing open wire telegraph pole line with underground cable, transferring communication crossarms and wires to signal pole line, making temporary rearrange - ment of signal and communication pole lines and furnishing engineering, inspection and flagmen service at M.P. 3.04 to M.P. 5.96 in Connection with the Banfield Expressway (NE 42nd Avenue - NE 92nd Avenue Section) at East Portland Oregon for the State of Oregon per Contract Audit No. 83007, dated December 16, 1953. Our Work Order 7498-OW.

Third Progressive Billing:
Detail attached

	309 81

The records supporting the charges in this bill are located in the office of the Auditor of Disbursements, Omaha 2, Nebraska.

OK June 25 1956
Lloyd P. Shaw
RES. ENGR.
APPROVED A. C. Johnson
DIVISION ENGINEER

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Expense incurred by our forces replacing open wire telegraph pole line with underground cable, transferring communication crossarms and wires to signal pole line, making temporary rearrangement of signal and communication pole lines and furnishing engineering, inspection and flagmen service at M.P. 3.04 to M.P. 5.96 in connection with the Banfield Expressway (NE 42nd Avenue - NE 92nd Avenue Section) at East Portland, Oregon for the State of Oregon per contract Audit No. 83007, dated December 16, 1953. Our Work Order 7498-OW.

Third Progressive Billing:

Period June 1955 to October 1955.
Billed under provisions of General Administrative Memorandum No. 30-3 and subsequent amendments thereto.

LABOR:

June 1955

PR Telegraph Dept.F 5321 (TE 1111, Nov. 55)
Building open wire line:
Districtmen 32 hrs. @ 2.014166 hr. $ 64.45
PR 701-1, Supt. Oregon (F. I. Dennis)
Engineering:
Engr. Insp. 77 hrs. @ 480.00 mo.(22 da) 210.00
PR 701-2, Supt. Oregon
Engineering:
Engr. Insp. 52 hrs. @ 480.00 mo.(22 da) 141.82
PR 27-2, Teleg. Gang 1007, (D. H. Ratcliff)
Raise crossarms, replace U.G. cable, etc.
Foreman 56 hrs. @ 450.00 mo.(30da) 105.00
Lineman 144 " @ 1.961 hr. 282.38
Groundman 80 " @ 1.721 " 137.68
Raise line:
Districtman 12 " @ 1.9575 hr. 23.48
PR 713-2 Section Gang 1, (F. F. Petruzzelli)
Flagging for Expressway:
Sectionmen 36 hrs. @ 1.565 hr. 56.34

July 1955

PR 701-1, Supt. Oregon (F. I. Dennis)
Engineering:
Engr. Insp. 70 hrs. @ 480.00 mo.(20 da) 210.00
PR 701-2, Supt. Oregon
Engineering:
Engr. Insp. 16 hrs. @ 480.00 mo.(20 da) 48.00
" 64 " @ 480.00 mo.)20 da) 192.00

PR 713-1 Section Gang 1, (F. F. Petruzzelli)			
✓Flagging for Expressway:			
Sectionmen	65 hrs.✓	@ 1.565 hr.	$101.73 ✓
PR 713-2, Section Gang 1			
✓Flagging for Expressway:			
Sectionmen	54 hrs.	@✓ 1.565 hr.	84.51 ✓

August 1955

PR 701-1, Supt. Oregon			
Engineering:			
✓ Engr. Insp.	32 hrs.✓	@ 480.00 mo.(23 da)	83.48 ✓
"	56 hrs.✓	@ 480.00 mo.(23 da)	146.09 ✓
PR 701-2, Supt. Oregon			
Engineering:			
✓Engr. Insp.	91 hrs.✓	@ 480.00 mo.(23 da)	237.39 ✓
PR 713-1, Section Gang 1, (F. F. Petruzzelli)			
✓Flagging for Expressway:			
Sectionmen	90 hrs.	@✓ 1.565 hr.	140.85 ✓
PR 713-2, Section Gang 1			
✓Flagging for Expressway:			
Sectionment	90 hrs.	@✓ 1.565 hr.	140.85 ✓

September 1955

PR 701-1, Supt. Oregon			
Engineering:			
✓Engr. Insp.	59 hrs.✓	@ 480.00 mo.(21 da)	168.57 ✓
PR 701-2, Supt. Oregon			
Engineering:			
✓Engr. Insp.	65 hrs.✓	@ 480.00 mo.(21 da)	185.71 ✓
PR 713-2, Section Gang 1, (F. F. Petruzzelli)			
✓Flagging for Expressway:			
Sectionmen	63 hrs.✓	@ 1.565 hr.	98.60 ✓

October 1955

PR Telegraph Dept. F 5321 (TE 1211, Dec. '55)			
Line change:			
Districtmen	88 hrs.✓	@ 2.014166 hr.	177.25 ✓
Lineman	40 "	✓@ 1.94346 "	77.74 ✓
PR 701-1, Supt. Oregon			
Engineering:			
✓Engr. Insp.	37 hrs.✓	@ 480.00 mo.(21 da)	105.71 ✓
PR 701-2, Supt. Oregon			
Engineering:			
✓Engr. Insp.	15 hrs.✓	@ 480.00 mo.(21 da)	42.86 ✓

PR 712-1, Signal Gang 782, (Melvin H. Allen)

√Rearrange pole line temporary:				
Foreman	24 hrs.√	@ 452.07 mo.(26 da)	$ 52.16√	
Signalman	72 " √	@ 2.033 hr.	146.38√	
Asst. Signalman	24 " √	@ 1.913 "	45.91√	
√Replace pole line permanent:				
Foreman	16 hrs.√	@ 452.07 mo.(26 da)	34.77√	
Signalman	64 " √	@ 2.033 hr.	130.11√	
Asst. Signalman	32 " √	@ 1.913 hr.	61.22√	$3733.04

Plus 4%	Vac. allow. on 3733.04	149.32	
2%	Pd. Holidays on 3733.04	74.66	
1%	Health & Welfare on 3733.04	37.33	
6½%	RRR & UI Tax on 3957.02	257.21	
3%	Workmens Comp. Ins. on 3957.02	118.71	
1%	Public Liab. Ins. on 3957.02	39.57	$4409.84

PERSONAL EXPENSES:

June 1955 Vo. 579080, F. I. Dennis, Engr. Insp.	6.10	
July 1955 Vo. 600085, " "	5.35	
August 1955 Vo. 605188, " "	5.75	
October 1955 Vo. 613266, " "	6.50	
Vo. 623074, " "	4.40	28.10

MATERIAL USED:

June 1955

Teleg. Dept. F 5321 (TE 1111, Nov. '55)

3 ea. N 5/8"x14" X-arm bolts	@ .21 ea.	.63
6 ea. N Crossarm braces	.28 ea.	1.68
6 ea. N Carriage bolts 3/8"x4"	.08 ea.	.48
100 ea. N #9 Copperweld sleeves	.14 ea.	14.00

July 1955

F 502-1 #744, R-789

√2 ea. N Trtd. poles 65 ft.	62.25 ea.√	124.50
√1 ea. N " " 50 "	34.01 ea.√	34.01 D√

Qty	Description	Unit price	Amount		Total	
1 ea.	N Butt trtd. cedar poles 60'	@52.70 ea.	$ 52.70	D ✓		
2 ea.	N Butt " " poles 55'	42.06 ea.	84.12	D ✓		
5 ea.	N 3/4"x7' guy rods	2.25 ea.	11.25			
4 ea.	N 10" Guy anchors	2.55 ea.	10.20			
1 ea.	N Anchor log 10"x4'	1.10 ea.	1.10			
24 ea.	N 5/8x18 DA bolts	.42 ea.	10.08	D ✓		
18 ea.	N 5/8x20" Thru bolts	.29 ea.	5.22	D ✓		
255 ft.	N 3/8" Galv. guy messengers	.04 ft.	10.20			

September 1955

F 502-1 #970, R-1075

Qty	Description	Unit price	Amount		Total	
3 ea.	N X-arm, 10' 10 pin	2.73 ea.	8.19			
3 ea.	N Bracket, transp. point	2.37 ea.	7.11			
30 ea.	N Insulator #42	.19 ea.	5.70	D ✓		
20 lbs.	N Wire, tie #12, 30"	.41 lb.	8.20			
50 ea.	N Sleeve, Nico 1-128J	.08 ea.	4.00			
123 lb.	N Wire, line #8	.40 lb.	49.20			
300 lbs.	N wire, line #9	.29 lb.	87.00	D ✓		

October 1955

TE #1011, Teleg. Dept. (Sept. 55)

Qty	Description	Unit price	Amount		Total	
6 ea.	N Bolt, X-arm Sa 16"	.17 ea.	1.02			
24 ea.	N Screw lag 3/8"x2½"	.04 ea.	.96			
4 ea.	N Hubeye #1100	.03 ea.	.12			
4 ea.	N Clamp, 3 bolt #7461	.28 ea.	1.12			
14 ea.	N Servi-sleeve	.16 ea.	2.24			
3 ea.	N Guy rods, 7'	2.96 ea.	8.88			
262 ea.	N Screw, lag, 4½"	.07 ea.	18.34			
8 ea.	N Bolt X-arm 18" SA	.22 ea.	1.76			
4 ea.	N Hubeye #1100	.03 ea.	.12			
10 ea.	N Clamps 3 bolt, hvy	.28 ea.	2.80			
52 ea.	SH Brace, X-arm 28"	.12 ea.	6.24			
26 ea.	N Screw, lag ½"x4½"	.02 ea.	.52			
25 ea.	SH Bolt, X-arm 16" SA	.08 ea.	2.00			
6 ea.	N Shackle, dead end	.64 ea.	3.84			
100 ea.	N Sleeve, nico 1-128J	.14 ea.	14.00			
222 ea.	N Screw lag 4½"	.07 ea.	15.54			
Teleg. Dept. F 502-1 (TE 1211, Dec. '55)						
50 ft.	N pipe 2" Galv.	.28 ft.	14.00		$623.07	
	Plus 5% Handling on 344.24				17.21	
	Omaha to East Portland - 1784 miles 1197 lbs. - .5985 tons .5985 NT x 1784 mi. - 1067.72 NTM @ .01 NTM				10.68	$650.96

Forms 1253-1, REPORT OF AUTOMOTIVE EQUIP.:

June 1955 Teleg. Dept. F 5321 (TE 1111, Nov. '55) Truck No. T-38 used 40 mi. @ .07 mi.	$ 2.80	
October 1955 Teleg. Dept. F 5321 (TE 1211, Dec. '55) Truck No. T-38 used 66 mi. @ .07 mi.	4.62	$ 7.42

Forms 1253, REPORT OF ROLLING STOCK:

October 1955
Signal Gang 782, Melvin H. Allen
9 Outfit & Revenue cars used
31 days ea. @ 1.216 per da $339.26
Total hrs. worked this job - 232
" " " during mo. 1628
232/1628 of 339.26 48.35

WORK PERFORMED BY OUTSIDE PARTIES:

June 1955 Vo. 571062, J. J. Goss Motor Co. Car Rental	201.00	
July 1955 Vo. 607097 " "	169.08	
August 1955 Vo. 588816 " "	232.50	
September 1955 Vo. 618731 " "	210.65	813.23

[illegible]

MATERIAL RELEASED:

July 1955

F 502-1 #744 R-789
"Cost at Current Prices"

✓1 ea. SH Trtd. poles 45'	@30.61 ea.	$30.61
✓1 ea. " " " 40'	27.21 ea.	27.21
✓3 ea. " " " 35'	23.77 ea.	71.31
✓2 ea. " Lg. pole boxes	14.90 ea.	29.80

August 1955

TE #811 (April 1954)
"Cost at Current Prices" of Matl.
Released and Replaced with new Material:

27 ea. Insulator, porc. strain #502A	.25 ea.	6.75
135 ft. Aerial cable 12 condr. #14	.45 ft.	60.75
279 ft. " " 19 condr. #14	.65 ft.	181.35

Mlo

72	ft. Aerial cable 16 condr. #14	.57 ft.	$ 41.04
100	ft. Moulding, ground wire	.02 ft.	2.00
32	ea. Nicropress splicing sleeve for #6 wire # J 162-J	.19 ea.	6.08
96	ea. Nicropress splicing sleeves for #10 wire #1-1-2-J	.08 ea.	7.68
24	ea. Nicropress splicing sleeves for #9 wire #2-148-J	.22 ea.	5.28
91	ea. Bolts, heel, galv. #9742	.24 ea.	21.84
170	ea. Bolts, toe, galv. #9742½	.44 ea.	74.80
114	ea. Bridle rings, enameled 1¼"	.12 ea.	13.68
1	ea. Trtd. pole 25'	14.00 ea.	14.00
1	ea. Trtd. pole 35'	28.00 ea.	28.00
40	ea. Trtd. pole 30'	21.00 ea.	840.00
1000	ft. 3/8" Guy & Messenger cable	.06 ft.	60.00
160	ea. Side groove insulator #19	.24 ea.	38.40
24	ea. Clear glass insulator #510	.15 ea.	3.60
14	ea. Dble arming bolts 5/8"x18"	.36 ea.	5.04
23	ea. Thimble eye, angle #1100	.42 ea.	9.66
3	ea. Thimble eye, straight No. 7519	.75 ea.	2.25
100	ea. Thru bolts, galv. 5/8x20"	.39 ea.	39.00
36	ea. Thru " " 5/8"x16"	.40 ea.	14.40
42	ea. Guy clamps, 3 bolt	.60 ea.	25.20
132	ea. Cable hangers, Davidson 11"	.05 ea.	6.60

September 1955

F 502-1 #970, R-1075

✓ 300	ft. SH Cable, 16 pr. 19 ga. plastic	.015 ft. ✓	4.50
✓ 2	ea. SH Cable boxes	12.50 ea.	25.00

October 1955

2	ea. Cable box comp.	25.00 ea.	50.00
8	ea. Coil, load 2.0 mh in 71A case	6.25 ea.	50.00

Mb

4	ea. Condenser WE Co. 187C	@ 3.75 ea.	$ 15.00	
4	ea. Bracket, condenser 27A	.12 ea.	.48	
4	ea. Mtg. protector 4B10 wire	2.10 ea.	8.40	
4	ea. do 4B6 wire	2.25 ea.	9.00	
64	ea. Protector 2B	.45 ea.	28.80	
2	ea. Terminal 13-A	3.05 ea.	6.10	
18	ea. Bolt crossarm SA 12"	.08 ea.	1.44	
1666	ea. Insulator #42 & 45	.09 ea.	149.94	
2856	ea. Pin steel	.14 ea.	399.84	
9660	lbs. Wire copper line	.32 lb.	3091.20	
714	ea. Washer, sq.	.01 ea.	7.14	
3	ea. Bracket, transp. drop	.75 ea.	2.25	
11	ea. " " point	1.18 ea.	12.98	
46	ea. Crossarm bolt, 16"DA	.09 ea.	4.14	
22	ea. " " 18" DA	.12 ea.	2.64	
100	ea. Bushing, wood	.005 ea.	.50	
500	ft. Cable 16 pr.	.14 ft.	70.00	
64	ea. Cable arrestors 2B	.09 ea.	5.76	
12	ea. Coil, load 2.0 mh in 71A case	6.25 ea.	75.00	
6	ea. Condenser 187C	3.75 ea.	22.50	
8	ea. Crossarms 6' 6 pin	1.42 ea.	11.36	
64	ea. Protector type 2B	.45 ea.	28.80	
4	ea. " 4B 6 wire	2.25 ea.	9.00	
4	ea. " 4B 10 wire	2.10 ea.	8.40	
15	ea. Screw eye, diam, insul.	.02 ea.	.30	
2	ea. Terminals type 13A	3.05 ea.	6.10	$5772.90

Cost to compile bill:

Bill Clerk	39 hrs.	@	2.11051 hr.	82.31	
Bill Examiner	3 "	@	2.16886 "	6.51	
Comp. Operator	4 "	@	1.84778 "	7.39	
Typist	5 "	@	1.88863 "	9.44	$105.65

Plus 4%	Vacation allow. on 105.65	4.23	
2%	Pd. Holidays on 105.65	2.11	
1%	Health & Welfare on 105.65	1.06	
6½%	RRR & UI Tax on 111.99	7.28	
3%	Workmens Comp. Ins. on 111.99	3.36	
1%	Public Liab. Ins. on 111.99	1.12	124.81

TOTAL EXPENSE $309.81

Audited 3-11-13-58
See FA-302

Ml.

To: F. G. Skelton DATE 5/2/56

Herewith 3 copies of
UP Bill 691574. [illegible]
42nd-92nd Sec. Will [illegible]
[illegible]
[illegible]
approved

SIGNED [illegible]

PLEASE REPLY HERE

To DATE

SIGNED

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

COAST SALESBOOK COMPANY-PORTLAND

Form 2552
6-53-150M

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7, 1956
9016-32-14)

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RECEIVED
MAY 9 - 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Form 2552
6-53-150M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

MAY 7, 1956

(File Ref. D 9016-32-14)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: 42nd - 92nd Avenue Section,
Banfield Expressway.

Attached in quadruplicate is Union Pacific Railroad Company bill No. 691574 dated April 30, 1956 in the amount of $309.81, being the third progressive billing on the above-mentioned project.

Please examine the bill and if satisfactory place in line for payment.

Yours very truly,

EFKidder
E. F. Kidder,
Division Engineer

enc.

RECEIVED
MAY 9 - 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
[illegible] 1956
OFFICE OF
STATE [illegible] ENGINEER

Salem, Oregon May 21, 1956

STATE OF OREGON

To Union Pacific Railroad Co., Omaha 2, Nebraska, Dr.

Project 42nd-92nd Avenue, T. H. Banfield Expressway

Highway Comm. Agreement No. 458

Sub-Division No.

Ry. Company's Agreement No. Audit 83007

Estimate No. 5

Period Covered

Prefix & Acct. No. 26-1035

Item	Total Amount to Date	Previous Amount	Present Amount
Bill 657258	1,640.35	1,640.35	
" 715891	2,009.59	2,009.59	
" 666728	57,913.36	57,913.36	
" 669984	6,894.07	6,894.07	
" 719711	40,580.73		40,580.73
" 669982	3,496.67		3,496.67
Totals	112,534.77	68,457.37	44,077.40
Retained 10 %	11,253.48	6,845.74	4,407.74
Total Payments	101,281.29	61,611.63	39,669.66

Pay This Estimate $ 39,669.66

Computed by

Checked by

Approved Field Engr.

Approved:

Bridge Office Engineer

Previous Voucher No.

FORM 230—50M—2-55—62996

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 18th, 1955

SUBJECT:

To: Mr. P. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith copies of Union Pacific Railroad Company bill No. 719711 for expenses incurred in connection with line change, shifting main track, etc. on the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway under contract 4053 to Gibbons and Reed, contractors.

This bill has been checked by Mr. Merrin, resident engineer, and approved, and it is recommended that this bill be approved as submitted.

Yours very truly,

A. G. SKELTON
Division Engineer

By

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: Milton J. Merrin

RECEIVED
OCT 19 1955
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

1-54-100M

Form 130 A

State of Oregon
Salem, Oregon

To UNION PACIFIC RAILROAD COMPANY, Dr.

BILL NO. 719711
MONTH'S ACCOUNT 9-1955
JP DEPT. NO. 6335
DATE MADE SEP [illegible] 55 19

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

		FOR expense incurred by our forces constructing line change, shifting main track, relaying rail through 2 turnouts in connection with the Banfield Expressway, (NE 42nd Avenue - NE 92nd Avenue Section) at East Portland, Oregon for the State of Oregon per Contract Audit No. 83007, dated December 16, 1953. Our Work Order 7498-OW. First Progressive Billing: Detail attached			40580	73

OK Oct. 11 1955

RES. ENGR.

APPROVED

Assistant DIVISION ENGINEER

Contract 4053

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Expense incurred by our forces constructing line change, shifting main track, relaying rail through 2 turnouts in connection with the Banfield Expressway, (N.E. 42nd Avenue - N.E. 92nd Avenue Section) at East Portland, Oregon for the State of Oregon, per Contract Audit No. 83007, dated December 16, 1953. Our Work Order 7498-OW.

First Progressive Billing:
Period December 1953 to October 1954, inclusive.

LABOR:

September 1954

PR 713-2 Section Gang 1, (Earl M. Whitman)		
Unloading steel:		
Sectionmen - 56 hrs.	@1.6257468 hr.	$ 91.04
PR 713-2 Loco Crane 0293, (G. Jurgens)		
Unloading material for line change:		
Crane operator - 8 hrs.	2.021 hr.	16.17
" " 1 hr.	3.03 hr. O.T.	3.03
Oiler 8 hrs.	1.685 hr.	13.48
" 1 hr.	2.53 hr. O.T.	2.53
PR 713-2 Extra Gang 748 (Ernest Oaks)		
Distribute material for line change:		
Foreman - 16 hrs.	364.71 mo. (22 da.)	33.16
Matl. Clerk - 16 hrs.	321.76 mo. "	29.25
Truck operator - 16 hrs.	1.745 hr.	27.92
Laborers - 552 hrs.	1.529 hr.	844.01
Construct new main track:		
Foreman - 8 hrs.	364.71 mo. (22 da)	16.58
Matl. Clerk - 8 hrs.	321.76 mo. (22 da)	14.63
Truck operator - 8 hrs.	1.745 hr.	13.96
Laborers - 288 hrs.	1.529 hr.	440.35

October 1954

PR 701-1 Supt. Oregon		
Engineering:		
Instrumentman - 8 hrs.	390.00 mo. (21 da)	18.57
Rodman - 16 hrs.	340.00 mo. (21 da)	32.38
PR 712-1, Signal Gang 782 (Melvin H. Allen)		
Get power bonding machine:		
Signalman - 8 hrs.	2.033 hr.	16.26
" 2 hrs.	3.0495 hr. O.T.	6.10
Bonding rails & install underground wire:		
Foreman - 40 hrs.	452.07 mo. (26 da)	86.94
Signalman - 144 hrs.	2.033 hr.	292.75

OK 10-11 1955
M. J.
RES. ENGR.
APPROVED
DIVISION ENGINEER
Contract 4053

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Asst. Signalman - 72 hrs.	@1.865 hr.	$134.28
Signal Helper - 64 hrs.	1.721 hr.	110.14
Signalman - 20 hrs.	3.0495 hr. O.T.	61.00
Asst. Signalman - 8 "	2.7975 hr. O.T.	22.38
Signal Helper - 8 hrs.	2.5815 hr. O.T.	20.66

PR 712-2 Signal Gang 782
Bonding rails & adjust bootlegs:

Foreman - 8 hrs.	452.07 mo. (26 da)	17.39
Signalman - 16 hrs.	2.033 hr.	32.53
Asst. Signalman - 8 hrs.	1.865 hr.	14.92
Signal Helper - 24 hrs.	1.721 hr.	41.30

PR 713-1 Section Gang 3 (Roy Farella)
Pulling out old main line:

Foreman - 8 hrs.	1.90 hr.	15.20
" 2 hrs.	2.85 hr. O.T.	5.70
Sectionmen - 40 hrs.	1.565 hr.	62.60
" 10 hrs.	2.35 hr. O.T.	23.50

PR 713-1 Section Gang 101 (Sam Carone)
Line change - 42nd St. to 92nd St.

Foreman - 19 hrs.	341.59 mo. (21 da)	38.63
Sectionmen - 136 hrs.	1.565 hr.	212.84

PR 713-1 Extra Gang 748 (E. Oaks)
Shift relign and surface main track:

Foreman - 8 hrs.	364.71 mo. (21 da)	17.37
Matl. Clerk - 8 hrs.	321.76 mo. (21 da)	15.32
Truck operator - 8 hrs.	1.745 hr.	13.96
Laborers - 276 hrs.	1.529 hr.	422.00

Lay & surface new main track:

Foreman - 48 hrs.	364.71 mo. (21 da)	104.20
" 2 hrs.	3.145 hr. O.T.	6.29
Matl. Clerk - 56 hrs.	321.76 mo. (21 da)	107.25
" " 2 hrs.	2.77 hr. O.T.	5.54
Truck Operator - 52 hrs.	1.745 hr.	90.74
" 2 "	2.62 hr. O.T.	5.24
Laborers - 1870 hrs.	1.529 hr.	2859.23
" 76 hrs.	2.295 hr. O.T.	174.42

Relay turnout to Rose City Coal Co.

Foreman - 8 hrs.	364.71 mo. (21 da)	17.37
Matl. Clerk - 8 hrs.	321.76 mo. (21 da)	15.32
Truck Operator - 8 hrs.	1.745 hr.	13.96
Laborers - 180 hrs.	1.529 hr.	275.22

Relay turnout to Western Electric Co.

Foreman - 8 hrs.	364.71 mo. (21 da)	17.37
Matl. Clerk - 8 hrs.	321.76 mo. (21 da)	15.32
Truck Operator - 8 hrs.	1.745 hr.	13.96
Laborers - 180 hrs.	1.529 hr.	275.22

OK 10-11 1955
RES. ENGR.
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DIVISION ENGINEER
Contract 4053

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Unload ballast:			
Laborers - 96 hrs.	@1.529 hr.	$146.78	
PR 713-2 Extra Gang 748			
Lay & surface new main track:			
Foreman - 48 hrs.	364.71 mo.(21 da)	104.20	
" 8 hrs.	3.145 hr. O.T.	25.16	
Matl. Clerk - 32 hrs.	321.76 mo.(21 da)	61.29	
" 8 hrs.	2.77 hr. O.T.	22.16	
Truck Operator - 32 hrs.	1.745 hr.	55.84	
" 8 "	2.62 hr. O.T.	20.96	
Laborers - 1584 hrs.	1.529 hr.	2421.94	
" 56 hrs.	2.295 hr. O.T.	128.52	
Remove old main track:			
Foreman - 16 hrs.	364.71 mo.(21 da)	34.73	
Matl. Clerk - 8 hrs.	321.76 mo.(21 da)	15.32	
Truck operator - 16 hrs.	1.745 hr.	27.92	
Laborers - 552 hrs.	1.529 hr.	844.01	
Unload ballast:			
Laborers - 16 hrs.	1.529 hr.	24.46	
Shift, reline & surface spur tracks:			
Foreman - 16 hrs.	364.71 mo.(21 da)	34.73	
Truck operator - 16 hrs.	1.745 hr.	27.92	
Laborers - 484 hrs.	1.529 hr.	740.04	
Camp tending:			
Laborers - 48 hrs.	1.529 hr.	73.39	
PR 713-1 Frog Welding Gang 3 (G. Jurgens)			
Cutting bolts, etc. in new main track:			
Welder - 24 hrs.	1.985 hr.	47.64	
" 3 hrs.	2.98 hr. O.T.	8.94	
Helper - 24 hrs.	1.685 hr.	40.44	
" 3 hrs.	2.53 hr. O.T.	7.59	
PR 713-2 Frog Welding Gang 3			
Welding rail:			
Welder - 8 hrs.	1.985 hr.	15.88	
Helper - 8 hrs.	1.685 hr.	13.48	$12220.82

OK 10-11 1955
RES. ENGR.
APPROVED
DIVISION ENGINEER
Contract 4053

Plus 10% Superintendence on 12220.82	1222.08	
" 2% Paid holidays on 12220.82	244.42	
" 4% Vacation allowance on 12220.82	488.83	
" 6% RRR & UI Tax on 12954.07	777.24	$14953.39

PERSONAL EXPENSES:

September 1954		
Vo. 502413, Bill M. Russell - Teleg. Clk.	2.00	
October 1954		
Vo. 497322, R. I. Lawhead - Rodman	1.30	
Vo. 497854, E. F. Hamlin - Rodman	1.25	
Vo. 497156, Alfred Swadberg-Instrumentman	1.25	5.80

Mb

MATERIAL USED:

October 1954

TE 956			
14 cars N Barnhart crushed rock (630 cu. yds.)		$ 928.56	
TE 976			
9 cars N Barnhart gravel (405 cu. yds.)		594.37	
F 4909 (507) #2235			
Construct main track account line change:			
1041 ea. N 7 x 9 x 8 cross ties	@ 3.42 ea.	3560.22	D
Indirect trtg. cost 1041 ea. 0.0450	.4756 ea.	495.10	
3644.4 L ft. N 133.4# 1st. qual. rail	94.70 NT	7673.26	D
126 L ft. N 133.4# Stock rail 5603	139.30 NT	390.25	D
182 ea. N 133# joint bars 38" (6) 11102	5.77 cwt	640.59	
2 pr. N 133-131# comp. jts. (6)	21.93 pr.	43.86	
6 pr. N 133# insulated jts.	35.12 pr.	210.72	
2136 ea. N 133# tie plates	5.15 cwt	2439.86	
1300 ea. N Ericson rail anchors	35.92 C	466.96	
1397 lbs. N 1-1/16" Trk blts	10.61 cwt	148.22	
570 ea. N 1-1/8" Spring Washers	89.67 M	51.11	
7964 lbs. N 5/8" x 6¼" trk. spikes 1764	7.02 cwt	559.07	
Relay & retire portion of spur serving West. Elec. Co.			
68 ea. N 7 x 9 switch ties (4268 BMF)	86.83 MBMF	370.59	D
Indirect trtg. costs 4268 BMF	0.0077 .0113 bmf	48.23	
176.3 ft. N 133.4# 1st qual rail 1831	94.70 NT	371.18	D
3 L. ft. Scp.133.4# 1st.qual.cuttings	40.00 NT	2.66	
15 L ft. N 133.4# stock rail	139.30 NT	46.46	D
1 ea. N 133# Split switch 16.5'	513.37 ea.	513.37	
1 ea. N 133# rigid frog 17' #10	650.97 ea.	650.97	
1 ea. N 133# mang. guard rail, high	117.24 ea.	117.24	
1 ea. N 133# mang. guard rail, low	121.13 ea.	121.13	

OK 10-11 1955
RES. ENGR.
APPROVED
DIVISION ENGINEER
Contract 4053

1 ea. N Hi-star switch stand	@65.33	ea.	$ 65.33
1 ea. N Conn. rod 6'-0-3/4"	5.80	ea.	5.80
10 ea. N 133# Joint bars 38" (6)	5.77	cwt	35.20
2 pr. N 133# Insul. jts.(6)	35.12	pr.	70.24
2 pr. N 133-90# Comp. " "	18.71	pr.	37.42
77 ea. N 133# Tie plates	5.15	cwt	87.96
300 lbs. N 5/8 x 6¼" trk. spikes	7.02	cwt	21.06
74 lbs. N 1-1/16" x 6" trk. bolts	10.61	cwt	7.85
30 ea. N 1-1/8" Spg. washers	89.67	M	2.69
39 ea. SH 131# rail anchors	.25	ea.	9.75

Relay & extend spur trk. serving Rose City Coal Co.

98 ea. SH 7 x 9 x 8 Cross ties	.50	ea.	49.00
61 ea. N 7 x 9 switch ties (3665 bmf)	86.83	MBMF	318.23D
Indirect treating cost 3665 bmf	.0113	bmf	41.41
128 L ft. N 133.4# 1st qual rail 5192	94.70	NT	269.52D
3 L ft. Scp. 133.4# 1st. qual. rail cuttings	40.00	NT	2.66
374.2 L ft. SH 130.8# rail	66.60	NT	543.29
15 L ft. N 133.4# Stock rail	139.30	NT	46.46D
1 ea. N 133# Split switch 16.5'	513.37	ea.	513.37
1 ea. N 133# rigid frog 17' #10	650.97	ea.	650.97
1 ea. N 133# mang. guard rail, high	117.24	ea.	117.24
1 ea. N 133# mang. guard rail, low	121.13	ea.	121.13
1 ea. N Hi. - star switch stand	65.33	ea.	65.33
1 ea. N Conn. rod 6' 0-3/4"	5.80	ea.	5.80
8 ea. N 133# joint bars 38" (6)	5.77	cwt	28.16
20 ea. SH 131# joint bars 38" (6)	4.40	cwt	53.68
2 pr. N 133-131# comp. jts. (6)	21.93	pr.	43.86
2 pr. N 133# Insul. jts.(6)	35.12	pr.	70.24
57 ea. N 133# tie plates HD-DS 1264	5.15	cwt	65.10
114 ea. SH 131# tie plates HD-DS 3529	4.00	cwt	101.16
336 lbs. N 5/8 x 6¼" trk. spikes	7.02	cwt	23.59

OK 10-11 1955
RES. ENGR.
APPROVED
DIVISION ENGINEER
Contract 4053

514 lbs. SH 5/8 x 6½" trk. spikes	@ 5.20 cwt	$ 26.73		
205 lbs. N 1-1/16" x 6" trk. bolts	10.61 cwt	21.75		
50 ea. N 1-1/8" Spring washers	89.67 M	4.48		
TE 945, Oxweld material:				
450 cu. ft. N acetylene	2.72 C.cu.ft.	12.24		
1176 cu. ft. N oxygen	.78 "	9.17	$23981.21	
Plus 10% handling on 23981.21			2398.12	
Tariff Freight:				
Barnhart, Ore. to East Portland		4023.12		
The Dalles, Ore. to East Portland		258.09		
Seattle, Wash. to East Portland		711.00		
Longview, Wash. to The Dalles, Ore.		425.29		
Portland, Ore. to The Dalles, Ore.		40.37	5457.87	$31837.20

FORMS 1253, REPORT OF ROLLING STOCK:

September 1954

Extra Gang 748, Earnest Oaks
9 outfit cars used 30 days ea.
@ 3.15 per day = 850.50
3 revenue cars used a total of
61 days @ 2.40 per day = 146.40

Total hrs. worked this job - 912
" " " during mo. 6836
912/6836 of $996.90 133.00

October 1954

Signal Gang 782, Melvin H. Allen
5 outfit cars used 31 days ea.
@ 3.15 per day - 488.25
4 revenue cars used 31 days
ea. @ 2.40 per day 297.60

Total hrs. worked this job - 422
" " " during mo. - 1778
422/1778 of $785.85 . 186.52

Extra Gang 748, Earnest Oaks
9 outfit cars used 31 days
ea. @ 3.15 per day - 878.85
3 revenue cars used a total
of 63 days @ 2.40 pr da 151.20

OK 10-11 1955
RES. ENGR.
APPROVED
DIVISION ENGINEER
Contract 4053

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Total hrs. worked this job - 5860 " " " during mo. 6567 5860/6567 of 1030.05	$919.16	$1238.68
FORMS 1253-1 REPORT OF AUTOMOTIVE EQUIPMENT:		
October 1954		
Signal Gang 782, Melvin H. Allen Chev. 2 ton truck MW-68 used 6 days @ 8.00 per day	$ 48.00	
Extra Gang 748, E. Oaks Van truck 1½ ton MW-9 used 19 days @ 6.00 per day	114.00	
Flat dump truck 2 ton MW-88 used 19 days @ 8.00 day	152.00	
Frog Welding Gang 3, G. Jurgens Ford 1½ ton truck MW-63 used 4 days @ 6.00 day	24.00	
Section Gang 3, Roy Farella Motor car used 1 day @ .75 day	.75	
Section Gang 101, Sam Carone Motor car used 2 days @ .75 day	1.50	340.25
FORMS 4967-8 LOCOMOTIVE RENTAL:		
September 1954		
TE 807, Work train service - Sept. 17 Loco. 1328 used 10½ hrs. @ 17.00 hr.	178.50	
TE 808 (Form 1253, Report of Rolling Stock) Loco crane 0293 used 1 day @ 35.00 day 4 outfit cars used 1 day ea. @ 3.15 day 1 revenue car used 1 day @ 2.40 day	 35.00 12.60 2.40	
October 1954		
TE 905, Work train service - Oct. 25 Loco 1032 used 4 hrs. @ 17.00 hr.	68.00	
TE 907, Work train service - Oct. 6, 13 &14 Locos. 1055 and 1071 used a total of 24 hrs. @ 17.00 hr.	408.00	704.50

OK 10-11-1955
RES. ENGR.
APPROVED
DIVISION ENGINEER
Contract 2053

ml.

MATERIAL RELEASED:

October 1954

F-4909 (507) #2236

742 ea. Scp. 7 x 9 x 8 cross ties	@ No value	
260 ea. Scp. 7 x 9 x 8 cross ties	"	
3644 L. ft. SH 130.8# 2 plus rail 1588.17	66.60 NT	$5290.64
39 L ft. Scp. 130.8# rail 1100	40.00 NT	34.00
126 L ft. SH 130.8# stock rail 5494	66.60 NT	182.95
194 ea. SH 131# joint bars 38" (6)	4.40 cwt	520.70
6 pr. Scp. 131# insul joints (6)	1.50 cwt	14.40
2038 ea. SH 131# tie plates	4.00 cwt	1345.08
1028 ea. Scp. 131# rail anchors 2827	.02 ea.	20.56
39 ea. SH 131# rail anchors	.25 ea.	9.75
8000 lbs. Scp. trk. spikes	1.50 cwt	120.00
1426 lbs. Scp. 1-1/16" x6" trk. bolts	1.50 cwt	21.39
582 ea. Scp. 1-1/8" Spring washers	1.50 cwt	1.35
6 ea. Scp. 131# abrasion plates	1.50 cwt	1.13

Western Electric Company Spur:

25 ea. Scp. 7x9x9 cross ties	No value	
58 ea. Scp. 7x9 switch ties (3796 BMF)	"	
146.5 L ft. SH 130.8# rail (6387#)	66.60 NT	212.69
15 L ft. SH 130.8# stock rail (654#)	66.60 NT	21.78
111.4 L ft. Scp. 90# rail (3342)#	40.00 NT	66.84
1 ea. SH 131# split switch 16.5'	11.00 cwt	462.55
1 ea. SH 131# rigid frog 16.5'	12.00 cwt	352.20
1 ea. SH 131# H.F. guard rail low	66.60 NT	21.51
1 ea. SH 131# H.F. guard rail, high	66.60 NT	23.48
1 ea. Scp. Hi-star switch stand	1.75 ea.	1.75
1 ea. Scp. Conn. rod 6'-0-3/4"	incl. w/stand	- -
2 ea. SH 131# joint bars (6) 122#	4.40 cwt	5.37

OK 10-11 1955
RES. ENGR.
APPROVED
DIVISION ENGINEER
Contract 4053

M.G.

8 ea. Scp. 131# frog angle bars 483	@ 1.50 cwt	$ 7.32		
2 pr. Scp. 131# insul. joints (6) 320	1.50 cwt	4.80		
2 pr. Scp. 131-90# comp. jts	1.50 cwt	2.25		
6 ea. Scp. 90# cont. joints (254#)	1.50 cwt	3.81		
61 ea. SH 131# tie plates (1007#)	4.00 cwt	40.28		
52 ea. Scp 90# tie plates (406#)	1.50 cwt	6.09		
214 lbs. SH trk. spikes	5.20 cwt	11.13		
300 lbs. Scp. " "	1.50 cwt	4.50		
19 lbs. Scp 15/16" trk. blts	1.50 cwt	.29		
12 ea. Scp. 1" lock washers (2#)	1.50 cwt	.03		
102 lbs. Scp 1-1/16" x 6" trk. bolts	1.50 cwt	1.53		
42 ea. Scp. 1-1/8" spring washers	1.50 cwt	.14		
Rose City Coal Company spur:				
56 ea. Scp. 7x9 switch ties (3696 BMF)	No value			
154.4 L ft. SH 130.8# rail (6732#)	66.60 NT	224.18		
15 L ft. SH 130.8# stock rail (654#)	66.60 NT	21.78		
1 ea. SH 131# split switch 16.5' 4205	11.00 cwt	462.55		
1 ea. SH 131# rigid frog 16.5' 2935	12.00 cwt	352.20		
1 ea. SH 131# H.F. guard rail, low	66.60 NT	21.51		
1 ea. SH 131# " rail, high	66.60 NT	23.48		
1 ea. Scp. Hi-star switch stand	1.75 ea.	1.75		
1 ea. Scp. conn. rod 6'0-3/4"	incl. w/stand	--		
8 ea. Scp. 131# frog A-bars (411#)	1.50 cwt	6.17		
2 ea. SH 131# A-bars (122#)	4.40 cwt	5.37		
2 pr. Scp. 131# insul. joints (320#)	1.50 cwt	4.80		
70 ea. SH 131# tie plates (1155#)	4.00 cwt	46.20		
64 lbs. Scp. 1-1/16" x 6" trk. bolts	1.50 cwt	.96		
26 ea. Scp. 1-1/8" sprg. washers (6#)	1.50 cwt	.09		
300 lbs. SH 5/8"x6" trk.spks.	5.20 cwt	15.60	$9998.93	
Less 15% Handling & Transp.	on 9998.93		1499.84	$8499.09
		TOTAL EXPENSE		$40580.73

Mlo

OK 12-11 1955
RES. ENGR.
APPROVED
DIVISION ENGINEER
Contract 4053

Audited 3-11-13-58
See FA-302

TO E. G. Skelton DATE 10/10/55

Herewith 3 copies of UP Co bill 719711 for work on 42-92 Sec of Gulch - Will you please refer it to Res Engr for check and approval

SIGNED Gardner

PLEASE REPLY HERE

TO ______ DATE ______

SIGNED ______

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

NO. 220

Form 2552
2-55-100M

ANY

BER 6, 1955

D 9016-32-14)

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580.73, covering
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Form 2552
2-55-100M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

OCTOBER 6, 1955

(File Ref. D 9016-32-14)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

**Re: 42d - 92d Avenue Section,
Banfield Expressway**

Attached in quadruplicate is Railroad bill No. 719711 dated September 15, 1955 in the amount of $40,580.73, covering expenses incurred by the Railroad in making line change and other track adjustments necessitated by the captioned project, and as provided in agreement dated December 16, 1953 between the State and Railroad.

Please examine the bill and if satisfactory place in line for payment.

Yours very truly,

E F Kidder

E. F. Kidder,
Division Engineer

encs.

[illegible] 1955
[illegible] HIGHWAY COMMISSION
[illegible] DEPARTMENT

FORM E30—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 14th, 1955

SUBJECT:

To: Mr. P. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith Union Pacific Railroad Company invoice No. 669982 for expenses incurred on the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway, contract No. 4053 to Gibbons and Reed Company. This invoice covers work in the removal and replacement of the Rose City Coal Company and Drake Lumber Company spur tracks. This invoice has been checked and approved by Milton J. Merrin, resident engineer, and your approval of this invoice is recommended.

Yours very truly,

A. G. SKELTON
Division Engineer

By A E Johnson

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: Milton J. Merrin

RECEIVED
NOV 1[illegible] 1955
OREGON STATE HIGHWAY COMMISSION

3-53-100M

Form 130A

State of Oregon,
State Highway Commission,
Salem, Oregon.

5

BILL NO. 669382

MONTH'S ACCOUNT 10-1955

JP DEPT. NO. 6300

DATE MADE ______ 19__

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense incurred by our forces constructing line change, shifting main track, relaying rail thru 2 turnouts in connection with the Banfield Expressway, (NE 42nd Avenue - NE 92nd Avenue Section) at East Portland, Oregon for the State of Oregon per Contract Audit No. 83007, dated December 16, 1953. Our Work Order 7498-OW. Second Progressive Billing: Detail attached.	3496 67

OK Nov 10 1955
RES. ENGR.
APPROVED
DIVISION ENGINEER
Contract #053
Prefix 26-1135

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

Previous Voucher No. ______

Bridge Office Engineer

UNION PACIFIC RAILROAD COMPANY

Expense incurred by our forces constructing line change, shifting main track, relaying rail thru 2 turnouts in connection with the Banfield Expressway, (NE 42nd Avenue - NE 92nd Avenue Section) at East Portland, Oregon for the State of Oregon per Contract Audit No. 83007, dated December 16, 1953. Our Work Order 7498-OW.

~~Second Progressive Billing:~~
~~Period November 1954 to May~~ 1955, inclusive.

LABOR:

November 1954				
PR 713-1, Section Gang 1, (F. F. Petruzzelli) Surfacing track, remove ties, etc.				
Sectionmen	44 hrs.	@ 1.565 hr.	68.86	
Foreman	8 "	@ 327.43 mo. (22 da.)	14.88	
PR 713-2, Section Gang 1 Picking up rails & other trk. matl.				
Foreman	8 hrs.	@ 327.43 mo. (22 da.)	14.88	
Sectionmen	40 "	@ 1.565 hr.	62.60	
PR 713-2, Loco. Crane 0293 (G. Jurgens) Loading ties, rail & scrap				
Crane Operator	24 hrs.	@ 2.021 hr	48.50	
" "	½ "	@ 3.03 " OT	1.51	
Helper	24 "	@ 1.685 "	40.44	
"	½ "	@ 2.53 " OT	1.26	
February 1955				
PR 713-1, Extra Gang 748 (Earnest Oaks) Remove portion of Rose City Coal spur track				
Foreman	8 hrs.	@ 364.71 mo. (20 da.)	18.24	
Matl. Clerk	8 "	@ 321.76 " (20 da.)	16.09	
Laborers	164 "	@ 1.529 hr.	250.76	
March 1955				
PR 713-1, Section Gang 1, (F. F. Petruzzelli) Replace Drake Lumber Co. spur.				
Foreman	56 hrs.	@ 335.83 mo. (23 da.)	102.21	
Sectionmen	366 "	@ 1.565 hr.	572.79	
PR 713-2, Extra Gang 748, (Earnest Oaks) Surface & Line spur track.				
Foreman	4 hrs.	@ 364.71 mo. (23 da.)	7.93	
Matl. Clerk	4 "	@ 321.76 mo. (23 da.)	6.99	
Truck Operator	4 "	@ 1.745 hr.	6.98	
Laborers	84 "	@ 1.529 "	128.44	1363.36
Plus 10% Superintendence on 1363.36				136.34

OK

Previous Voucher No.______________________

Bridge Office Engineer

55

2% Paid Holidays on 1363.36		27.27	
4% Vacation Allowance on 1363.36		54.53	
6% RRR & UI Tax on 1445.16		86.71	
1% Health & Welfare on 1110.43		11.10	$1679.31
MATERIAL USED:			
March 1955			
Form 3176			
5 cars crushed rock (233 C.Y.) @ 65.70 Car	328.50		
Tariff Freight:			
Barnhart, Ore. - East Portland	905.69		1234.19
FORMS 1253, REPORT OF ROLLING STOCK:			
February 1955			
Extra Gang 748, Earnest Oaks			
8 outfit cars, used 28 days each @ 3.15 per da. 705.60			
3 revenue cars used a total of 59 days @ 2.40 per da. 141.60			
Total hrs. worked this job - 180			
" " " during mo.-6318			
180/6318 of 847.20		24.14	
March 1955			
Extra Gang 748, Earnest Oaks			
8 outfit cars used 31 days each @ 3.15 per da. 781.20			
2 revenue cars used 31 days each @ 2.40 per da. 148.80			
Total hrs. worked this job-96			
" " " during mo. 6480			
96/6480 of 930.00		13.78	37.92
FORMS 1253-1, REPORT OF AUTOMOTIVE EQUIP:			
February 1955			
Extra Gang 748, Earnest Oaks			
Truck 1½ ton MW-9 used 1 day @ 6.00 da.		6.00	
March 1955			
Extra Gang 748, Earnest Oaks			
Truck 1½ ton MW-9 used 1/2 day @ 6.00 da.		3.00	9.0
FORMS 4967-8, LOCOMOTIVE RENTAL:			
November 1954			
TE 1007, Work Train Service-Nov. 26, 29 & 30.			
Loco. 1005 used 9 hrs. @ 17.00 hr.		153.00	
Loco. 1002 used 13 "15 min. @ 17.00 hr.		225.25	
PR Other Gang - Load ties, rail, etc.			
Loco. Crane 0293 used 3 days @ 30.00 day		90.00	
March 1955			
TE 305, Work Train Service - Mar. 14			
Loco. 1302 used 4 hrs. @ 17.00 hr.		68.00	536.25
Total Expense			$3496.6

OK
mJM

Audited 3-11-13-58
no exception
See Comment
FA-3-02

MG

Previous Voucher No.______________________

Bridge Office Engineer

TO R. J. Skelton DATE 11/ /55

Herewith 3 copies of UP Co bill 669982 for work on 42-92 Sec. Will you please refer it to Res Engr for check and approval

SIGNED

PLEASE REPLY HERE

TO DATE

SIGNED

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

Rediform NO. 220

Form 2552
2-55-100M

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Previous Voucher No.

Bridge Office Engineer

Form 2552
2-55-100M

55

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

NOVEMBER 3, 1955

(File Ref. D 9016 - 32 - 14)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: 42d - 92d Avenue Section -
Banfield Expressway

Attached in quadruplicate is Union Pacific Railroad Company bill No. 669982 dated October 26, 1955 in the amount of $3,496.67, covering expenses incurred by this Company in constructing line change and changing other track facilities on the project.

Please examine the bill and if satisfactory place in line for payment.

Yours very truly,

E F Kidder

E. F. Kidder,
Division Engineer

encs.

[illegible]

RECEIVED
[illegible]

Previous Voucher No.________________

____
Bridge Office Engineer

Salem, Oregon November 16, 1955

STATE OF OREGON

To Union Pacific Railroad Co., Omaha 2, Nebraska, Dr.

Project 42nd - 92nd Avenue, T.H. Banfield Expressway

Highway Comm. Agreement No. 458

Sub-Division No.

Ry. Company's Agreement No. Audit 83007

Estimate No. 4

Period Covered 11-54 - 5-55

Prefix & Acct. No. 26-1035

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 657258	1,640.35	1,640.35	
715891	2,009.59	2,009.59	
666728	57,913.36	57,913.36	
669984	6,894.07		6,894.07
Totals	68,457.37	61,563.30	6,894.07
Retained 10 %	6,845.74	6,156.33	689.41
Total Payments	61,611.63	55,406.97	6,204.66

Pay This Estimate $ 6,204.66

Computed by ______ Checked by ______

Approved Field Engr. ______

Approved:

Previous Voucher No. ______

Bridge Office Engineer

FORM E30—50M—10-54— 79465

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 8th, 1955

SUBJECT:

To:
Mr. P. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith invoice No. 669984 submitted by the Union Pacific Railroad Company for expenses incurred replacing open wire telegraph pole line with underground cable, transferring communication cross arm and wires to signal pole line, making temporary rearrangement of signal and communication pole lines, and furnishing engineering, inspection, and flagman service in connection with the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway, contract No. 4053 to Gibbons and Reed for the period November 1954 through May 1955.

This invoice has been checked by Mr. Milton J. Merrin, resident engineer, and it is recommended that it be approved as submitted.

Yours very truly,

A. G. SKELTON
Division Engineer

By A E Johnson
A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: Milton J. Merrin

RECEIVED
NOV 9 - 1955
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

1 54 100M

Form 130 A

State of Oregon,
State Highway Commission,
Salem, Oregon.

BILL NO. 669084
MONTH'S ACCOUNT 10-1955
JF DEPT. NO. 6302
DATE MADE ______ 19____

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

For expense incurred by our forces replacing open wire telegraph pole line with underground cable, transferring communication crossarms & wires to signal pole line, making temporary rearrangement of signal and communication pole lines and furnishing engineering, inspection and flagmen service in connection with the Banfield Expressway (NE 42nd Avenue - NE 92nd Avenue Section) at East Portland, Oregon for the State of Oregon per Contract Audit No. 83007, dated December 16, 1953, Our Work Order 7498-OW.	
Second Progressive Billing: Detail attached	6894 07
The records supporting the charges in this bill are located in the office of the Auditor of Disbursements, Omaha 2, Nebraska.	

OK Nov. 4 1955
RES. ENGR.
APPROVED
DIVISION ENGINEER
Contract 4053
Prefix 26-1035

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

Previous Voucher No. ______

Bridge Office Engineer

UNION PACIFIC RAILROAD COMPANY

Expense incurred by our forces replacing open wire telegraph pole line with underground cable, transferring communication cross-arms and wires to signal pole line, making temporary rearrangement of signal and communication pole lines and furnished engineering, inspection and flagmen service in connection with the Banfield Expressway, (NE 42nd Avenue - NE 92nd Avenue Section) at East Portland, Oregon for the State of Oregon per Contract Audit No. 83007, dated December 16, 1953. Our Work Order 7498-OW.

Second Progressive Billing:

Period November 1954 to May 1955 inclusive.
Billed under provisions of General Administrative Memorandum No. 299 and subsequent amendments thereto.

LABOR:

November 1954			
PR 701-1, Supt. Ore.			
Engineering			
Engineer Inspector	71 hrs.	@ 480.00 mo. (22 da.)	193.64
Trav. Engineer Acct.	8 "	@ 440.00 mo. (22 da.)	20.00
PR 701-2, Supt. Ore.			
Engineering			
Engineer Inspector	69 hrs.	@ 480.00 mo. (22 da.)	188.18
PR 713-1, Section Gang 1 (F. F. Petruzzelli)			
Flagging for Banfield Expressway			
Sectionmen	99 hrs.	@ 1.565 hr.	154.94
PR 713-2, Section Gang 1			
Flagging for Banfield Expressway			
Sectionmen	72 hrs.	@ 1.565 hr.	112.68
December 1954			
PR 701-1, Supt. Ore.			
Engineering			
Engr. Inspector	75 hrs.	@ 480.00 mo. (23 da.)	195.65
PR 701-2, Supt. Ore.			
Engineering			
Engr. Inspector	90 hrs.	@ 480.00 mo. (23 da.)	234.78
Trav. Engr. Acct.	16 "	@ 440.00 mo. (23 da.)	38.26
PR 713-1, Section Gang 1, (F. F. Petruzzelli)			
Flagging for Banfield Expressway			
Sectionmen	108 hrs.	@ 1.565 hr.	169.02
PR 713-2, Section Gang 2			
Flagging for Banfield Expressway			
Sectionmen	108 hrs.	@ 1.565 hr.	169.02

OK

Previous Voucher No.______________________

Bridge Office Engineer

January 1955			
PR 701-1, Supt. Ore.			
Engineering.			
Engr. Inspector	60 hrs.	@ 480.00 mo. (21 da.)	171.43
Trav. Engr. Acct.	16 "	@ 440.00 mo. (21 da.)	41.90
PR 701-2, Supt. Ore.			
Engineering			
Engr. Inspector	64 hrs.	@480.00 mo. (21 da.)	182.86
Trav. Engr. Acct.	8 "	@440.00 mo. (21 da.)	20.95
PR 713-1, Section Gang 1, (F. F. Petruzzelli)			
Flagging for Banfield Expressway			
Sectionmen	90 hrs.	@ 1.565 hr.	140.85
PR 713-2, Section Gang 1			
Flagging for Banfield Expressway			
Sectionmen	99 hrs.	@ 1.565 hr.	154.94
February 1955			
PR 701-1, Supt. Ore.			
Engineering			
Engr. Inspector	70 hrs.	@ 480.00 mo. (20 da.)	210.00
PR 701-2, Supt. Ore.			
Engineering			
Engr. Inspector	53 hrs.	@ 480.00 mo. (20 da.)	159.00
Trav. Engr. Acct.	8 "	@ 440.00 mo. (20 da.)	22.00
PR 713-1, Section Gang 1, (F. F. Petruzzelli)			
Flagging for Banfield Expressway			
Sectionmen	119 hrs.	@ 1.565 hr.	186.24
PR 713-2, Section Gang 1			
Flagging for Banfield Expressway			
Sectionmen	90 hrs.	@ 1.565 hr.	140.85
March 1955			
PR 701-1, Supt. Ore.			
Engineering			
Engr. Inspector	77 hrs.	@ 480.00 mo. (23 da.)	200.87
PR 701-2, Supt. Ore.			
Engineering			
Engr. Inspector	84 hrs.	@ 480.00 mo. (23 da.)	219.13
PR 713-1, Section Gang 1, (F. F. Petruzzelli)			
Flagging for Banfield Expressway			
Sectionmen	148 hrs.	@ 1.565 hr.	231.62
PR 712-2, Section Gang 1			
Flagging for Banfield Expressway			
Sectionmen	99 hrs.	@ 1.565 hr.	154.94

OK
M. J. Br.

ml

Previous Voucher No.______________________

Bridge Office Engineer

April 1955				
PR 701-1, Supt. Ore.				
Engineering				
Engr. Inspector	77 hrs. @ 480.00 mo. (21 da.)	220.00		
PR 701-2, Supt. Ore.				
Engineering				
Engr. Inspector	70 hrs. @ 480.00 mo. (21 da.)	200.00		
PR 713-1, Section Gang 1 (F. F. Petruzelli)				
Flagging for Banfield Expressway				
Sectionmen	45 hrs. @ 1.565 hr.	70.43		
PR 713-2, Section Gang 1				
Flagging for Banfield Expressway				
Sectionmen	36 hrs. @ 1.565 hr.	56.34		
May 1955				
PR 701-1, Supt. Ore.				
Engineering				
Engr. Inspector	70 hrs. @ 480.00 mo. (21 da.)	200.00		
PR 701-2, Supt. Ore.				
Engineering				
Engr. Inspector	77 hrs. @ 480.00 mo. (21 da.)	220.00		
PR 712-1, Signal Gang 782, (Melvin H. Allen)				
Restore signal pole line				
Foreman	8 hrs. @ 452.07 mo. (22 da.)	20.55		
Signalman	32 hrs. @ 2.033 hr.	65.06		
Asst. Signalman	8 " @ 1.913 "	15.30		
Helper	16 " @ 1.721 "	27.54		
PR 712-2, Signal Gang 782				
Replace signal pole line				
Foreman	72 hrs. @ 452.07 mo. (22 da.)	184.94		
Signalman	208 hrs. @ 2.033 hr.	422.86		
Asst. Signalman	104 " @ 1.913 "	198.95		
Helper	88 " @ 1.721 "	151.45		
PR 713-1, Section Gang 1, (F. F. Petruzzelli)				
Flagging for Banfield Expressway				
Sectionmen	72 hrs. @ 1.565 hr.	112.68	ok M. J. M.	
PR 713-2, Section Gang 1				
Flagging for Banfield Expressway				
Sectionmen	6 hrs. @ 1.565 hr.	9.39	5889.24	
Plus 3% Vacation Allowance on 5889.24			176.68	
6½% RRR & UI Tax on 6065.92			394.22	
3% Workmen's Comp. Ins. on 6065.92			181.98	
1% Public Liability Ins. on 6065.92			60.66	$6702.78

Mc

Previous Voucher No. ____________________

Bridge Office Engineer

PERSONAL EXPENSES:

November 1950 1954		
Vo. 525637 - F.I.Dennis, Engr. Inspector	2.20	
December 1954		
Vo. 517160 - Frank Irwin, Trav. Engr. Acct.	1.25	
Vo. 517310 - F. I. Dennis, Engr.. Inspector	5.15	
January 1955		
Vo. 546791 - Frank Irwin, Trav. Engr. Acct.	1.30	
Vo. 547669 - F. I. Dennis, Engr. Insp.	3.80	
February 1955		
Vo. 539678 - F. I. Dennis, Engr. Insp.	4.70	
March 1955		
Vo. 572345 - F. I. Dennis, Engr. Insp.	6.25	
April 1955		
Vo. 563068 - F. I. Dennis, Engr. Insp.	7.00	
May 1955		
Vo. 587609 - F. I. Dennis, Engr. Insp.	7.30	$ 38.95

MATERIAL USED:

November 1954		
F 502-1 #3503, R-1245		
√500 ft. N single condr. #9 underground	@ .09 ft.√	45.00 1/
√300 ft. single condr. #6 N underground	@ .16 ft.√	48.00
√12 ea. N bootlegs, new type	@ 3.24 ea.√	38.88
√52 ea.N bootleg rail cntrs.	@ .49 ea.√	25.48
√ 1½ rolls N #33 elec tape	@ .93 roll√	1.40
√ 2 lbs. N solder 50%	@ .49 lb.√	.98
√ 8 ea. N 3/4"x 7' guy rod and 10" anchor -	@ 1.41 ea.√	11.28
√ 9 ea. N guy strain insulators	@ .25 ea.√	2.25
√34 ea. N 3 bolt guy clamps	@ .63 ea.√	21.42
√360 ft. N 3/8" guy messenger	@ .06 ft.√	21.60
April 1955		
F 502-1 #441, R-472		
√30 lbs. N wire, tie, copper #8	@ .41 lb.√	12.30
May 1955		
F 502-1 #520, R-567		
√ 6 ea. N guy strain insulator	@.25 ea.	1.50
√35 ea. N nicropress sleeves No. 10-102-J	@ .09 ea.	3.15
√10 ea. SH√10', 10 pin X-arms	@2.34 ea.	23.40
√5 ea. SH√6' 4pin crossarms	@ 1.42 ea.	7.10
√65 ea. SH√steel crossarm pins	@.24 ea.	15.60

OK

Previous Voucher No.____________________

Bridge Office Engineer

√30

30 ea. SH Crossarm braces @ .19 ea.	5.70		
55 ea. SH side groove insulators @.07 ea	3.85		
10 ea. SH top " " @ .19 ea.	1.90	290.79	
Plus 5% Handling on 290.79		14.54	
Freight:			
Omaha to East Portland - 1784 miles			
589 lbs. = .2945 tons			
.2945 NT x 1784 mi.=525.388 NTM @ .01 NTM		5.25	$ 310.58
FORMS 1253, REPORT OF ROLLING STOCK:			
May 1955			
Signal Gang 782, Melvin H. Allen			
9 outfit & revue. cars used			
31 days each @ 1.016 per da.	283.46		
Total hrs. worked this job - 536			
" " " during mo. - 1912			
536/1912 of 283.46			79.46
FORMS 1253-1, REPORT OF AUTOMOTIVE EQUIP.			
November 1954			
Section Gang 1, F. F. Petruzzelli			
Motor Car S-2-1133 used 2 days @ .74 da.		1.49	
March 1955			
Section Gang 1, F. F. Petruzzelli			
Motor Car S-2-1133 used 7 days @ .74 da.		5.18	
May 1955			
Signal Gang 782, Melvin H. Allen			
Truck MW-68 used 468 miles @ .05 mi.		23.40	30.07
WORK PERFORMED BY OUTSIDE PARTIES:			
November 1954			
Vo. 531065, M. J. Goss Motor Co., Car rental		138.46	
January 1955			
Vo. 539481 " " " "		132.04	
February 1955			
Vo. 529252 " " " "		140.24	
March 1955			
Vo. 557891 " " " "		158.93	
April 1955			
Vo. 549144 " " " "		175.85	
May 1955			
Vo. 577295 " " " "		195.26	940.78

OK
M. J.

Previous Voucher No.________________________

Bridge Office Engineer

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MATERIAL RELEASED:
December 1954
F 502-1 #3648, R-1386

4	ea.	SH poles 30' Class 3	@ 10.50 ea.	42.00
1	ea.	SH " 40' " "	@ 18.00 ea.	18.00
39	ea.	SH " 25' " "	@ 7.00 ea.	273.00
4	ea.	SH " 20' " "	@ 2.50 ea.	10.00
1	ea.	SH " 35' " "	@ 15.00 ea.	15.00
7478	lbs.	SH wire, iron, line	@ .003 lb.	22.43
107	ea.	SH X-arms, 10', 10pin	@ 1.20 ea.	128.40
750	ft.	SH pipe 2"	@ 19.00C ft	142.50
4	ea.	SH pipe elbows 2"	@ .25 ea.	1.00
15	ft.	SH pipe 1½"	@ 14.50C ft	2.18
16	ea.	SH brace, X-arm 30"	@ .15 ea.	2.40
202	ea.	SH bolt, 14" through	@ .12 ea.	24.24
20	ea.	SH " 12" "	@ .10 ea.	2.00
40	ea.	SH " 16" "	@ .15 ea.	6.00
25	ea.	SH " 18" "	@ .18 ea.	4.50
10	ea.	SH " 20" "	@ .20 ea.	2.00
20	ea.	SH " 18" "	@ .18 ea.	3.60
15	ea.	SH bracket, drop	@ .45 ea.	6.75
5	ea.	SH " phantom	@ 1.05 ea.	5.25
14	ea.	SH insulator, strain	@ .16 ea.	2.24
15	ea.	SH bolt, carriage 4½"	@ 2.30 C	.35
31	ea.	SH bracket, point type	@ 1.35 ea.	41.85
62	ea.	SH bolt, ½" x 6"	@ 3.00 ea.	186.00
410	ea.	SH screw, lag 3/8x4½"	@ 1.60 C	6.56
130	ea.	SH clamp, 3 bolt	@ .22 ea.	28.60
40	ea.	SH insulator rubber	@ .08 ea.	3.20
1150	ea.	SH insulator #42 & #45	@ 52.00 M	59.80
8	ea.	SH H-fixt. braces 10'	@ 4.00 ea.	32.00
2	ea.	SH pipe, el 1½"	@ .15 ea.	.30
850	ft.	SH cable, 16 pr.	@ 15.00M ft	12.75
4	ea.	SH rod, ground	@ 1.00 ea.	4.00
4	ea.	SH box, cable	@ 10.00 ea.	40.00
1040	ea.	SH brace, X-arm 28"	@ .15 ea.	156.00
				$1284.[illegible]

Cost to Compile bill:

Bill Clerk	30 hrs.	@ 1.967 hr.	59.01		
Bill Examiner	1 "	@ 2.025 hr.	2.03		
Comp. Operator	1½ "	@ 1.704 hr.	2.56		
Typist	2 "	@ 1.745 hr.	3.49	67.09	
Plus 3% Vacation Allowance on 67.09				2.01	
6¼% RRR & UI Tax on 69.10				4.49	
3% Workmen's Comp. Ins. on 69.10				2.07	
1% Public Liability Ins. on 69.10				.69	76.35
Total Expense					$6894.0[illegible]

ok
M.J.M.

Audited 3-11-13-58
See FA-302

1/ Reel discount applied.

Ml.

Previous Voucher No.______________________ ______________________
Bridge Office Engineer

To A G Skelton DATE 11/2/55

Herewith 3 copies of UP Bill 66998d for work on 42-92 Sec. Will you please refer it to Res Engr for check and approval

SIGNED Gardner

PLEASE REPLY HERE

To DATE

SIGNED

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON: RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

☐ Rediform ☐ NO. 220

Form 2552
2-55-100M

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VOUCHER NO.

Bridge Office Engineer

Form 2552
2-55-100M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, 1955

NOVEMBER 1, 1955

(File Ref. D 9016 - 32 - 14)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: 42d - 92d Avenue Section -
Banfield Expressway

Attached in quadruplicate is Union Pacific Railroad Company bill No. 669984 dated October 26, 1955 in the amount of $6,894.07, being the second progressive billing on this project, covering relocation of communication lines, engineering, inspection and flagman service furnished by the Railroad in connection with the project.

Please review the bill and if satisfactory place in line for payment.

Yours very truly,

E F Kidder

E. F. Kidder,
Division Engineer

encs.

RECEIVED
NOV 2 - 1955
[illegible] STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
[illegible] 1955
OFFICE OF
[illegible] ENGINEER

Previous Voucher No.______________________

____
Bridge Office Engineer

Salem, Oregon Oct. 3, 1954

STATE OF OREGON

To Union Pacific Railroad Co., Omaha 2, Nebraska, Dr.

Project 42nd-92nd Ave., T. H. Banfield Expressway

Highway Comm. Agreement No. 438

Sub-Division No.

Ry. Company's Agreement No. Audit 83007

Estimate No. 3

Period Covered 12-53 - 10-54

Prefix & Acct. No. 26-1035

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 657258	1,640.35	1,640.35	
715891	2,009.59	2,009.59	
666728	57,913.36		57,913.36
Totals	61,563.30	3,649.94	57,913.36
Retained 10 %	6,156.33	364.99	5,791.34
Total Payments	55,406.97	3,284.95	52,122.02

Pay This Estimate $ 52,122.02

Computed by ______ Checked by ______

Approved Field Engr. ______ Approved:

Previous Voucher No. ______

Bridge Office Engineer

FORM E30—50M—2-55—62986

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 30th, 1955

SUBJECT:

To: Mr. P. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

Attn: C. A. Gardner

Dear Sir:

Under date of September 26, 1955 you forwarded three copies of Union Pacific Company bill No. 666728 in the amount of $57,913.36 for work on the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway. You asked that we check this bill, and if it is OK return it with our approval.

Milton J. Merrin has checked this bill carefully, and finds it OK. I am returning the bill to you with both Merrin's and my approval.

Yours very truly,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Milton J. Merrin

RECEIVED
OCT 3 - 1955
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

1-54 100M

Form 130 A

State of Oregon
Salem, Oregon

BILL NO. 666728

MONTH'S ACCOUNT 8-1955

JF DEPT. NO. 5604

DATE MADE 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense incurred by our forces replacing open wire telegraph pole line with underground cable, transferring communication crossarms and wires to signal pole line, making temporary rearrangement of signal and communication pole lines and furnishing engineering, inspection and flagmen service in connection with the Banfield Expressway (NE 42nd Avenue - NE 92nd Avenue Section) at East Portland, Oregon for the State of Oregon per Contract Audit No. 83007, dated December 16, 1953. Our Work Order 7498-OW.

First Progressive Billing: Detail attached:	57913	36

The records supporting the charges in this bill are located in the Office of the Auditor of Disbursements, Omaha 2, Nebraska.

OK [illegible] 1955
RES. ENGR.
APPROVED
DIVISION ENGINEER
[illegible] 4055
[illegible] 26-1235

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Expense incurred by our forces replacing open wire telegraph pole line with underground cable, transferring communication crossarms and wires to signal pole line, making temporary rearrangement of signal and communication pole lines and furnishing engineering, inspection and flagmen service in connection with the Banfield Expressway (N.E. 42nd Avenue - N.E. 92nd Avenue Section) at East Portland, Oregon for the State of Oregon per Contract Audit No. 83007, dated December 16, 1953. Our Work Order 7498-OW.

First Progressive Billing:
Period December 1953 to October 1954, inclusive.
Billed under provisions of General Administrative Memorandum No. 299 and subsequent amendments thereto.

LABOR:

December 1953

PR 701-2, Supt. Ore. (W. C. Pound)
Engineering:
Engineer Inspector - 4 hrs.
@459.00 mo. (22 da) $10.43

January 1954

PR 701-2 Supt. Ore. (F. I. Dennis)
Engineering: 459.00 mo.(20 da) 51.64
Engr. Inspector-18 hrs.

PR 712-1 Signal Gang 782 ✓ (Melvin H. Allen)
Install underground cable, etc.: 447.07 mo.(26 da) 103.17 ✓
Foreman - 48 hrs. ✓ 2.033 hr. 699.35 ✓
Signalman - 344 hrs. ✓ 1.841 hr. 58.91 ✓
Asst. Signalman-32 hrs. ✓ 1.817 hr. 116.29 ✓
" " 64 hrs. ✓ 1.745 hr. 69.80 ✓
" " 40 hrs. ✓ 1.721 hr. 419.92 ✓
Signal Helper -244 hrs. ✓

PR 712-2 Signal Gang 782 ✓
Rearrange pole line, etc.: 447.07 mo.(26 da) 120.36 ✓
Foreman - 56 hrs. ✓ 2.033 hr. 593.64 ✓
Signalmen - 292 hrs. 1.841 hr. 81.00 ✓
Asst. Signalman-44 hrs. ✓ 1.745 hr. 34.90 ✓
" " 20 " ✓ 1.721 hr. 302.90 ✓
Signal Helper - 176 " ✓

PR Telegraph Dept. (TE 211 Mar. 1954)
Replacing line with cable: 414.37 mo.(26 da) 103.59
Districtman - 52 hrs. ✓
[illegible]

OK 5-25 1955
M. J. Th[illegible]
RES. ENGR.
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Contract 4053

706

Equipmentman-58 hrs.	@436.27 mo.(26 da)	$121.65
Lineman - 90 hrs.	1.961 hr.	176.49
Groundman-52 hrs.	1.721 hr.	89.49

February 1954

PR 701-1 Supt. Ore. (F. I. Dennis)
Engineering:

Engineer Inspector-26 hrs.	480.00 mo.(19 da)	82.11

PR 701-2 Supt. Ore.
Engineering:

Engineer Inspector-16 hrs.	480.00 mo.(19 da)	50.53

PR 712-1 Signal Gang 782 (Melvin H. Allen)
Unload poles with work train:

Foreman-8 hrs.	447.07 mo.(24 da)	18.63
Signalman - 16 hrs.	2.033 hr.	32.53
Asst. Signalman-16 hrs.	1.841 hr.	29.46
Signal Helper - 16 hrs.	1.721 hr.	27.54

PR 712-2 Signal Gang 782
Remove and rearrange signal pole line, etc.: & install temporary und[illegible]

Foreman - 80 hrs.	447.07 mo.(24 da)	186.28
Signalman - 240 hrs.	2.033 hr.	487.92
Asst. Signalman - 112 hrs.	1.841 hr.	206.19
Asst. Signalman - 64 hr	1.745 hr.	111.68
Signal Hlpr- 280 hrs.	1.721 hr.	481.88

PR 712-1 Signal Gang 782
Rearrange pole line:

Foreman - 8 hrs.	447.07 mo.(24 da)	18.63
Signalman-56 hrs.	2.033 hr.	113.85
Asst. Signalman-16 hrs.	1.841 hr.	29.46
" " 8 "	1.745 hr.	13.96
Signal Helper- 48 hrs.	1.721 hr.	82.61

PR 712-1 Signal Gang 782
Install temporary underground cable:

Foreman-32 hrs.	447.07 mo.(24 da)	74.51
Signalman - 224 hrs.	2.033 hr.	455.39
Asst. Signalman-56 hrs.	1.841 hr.	103.10
" " 32 "	1.745 hr.	55.84
Signal Helper-192 "	1.721 hr.	330.43

PR 713-1 Section Gang 1 (Frank F. Petruzzelli)
Flagging for Banfield Expressway:

Sectionmen-106 hrs.	1.686760187 hr.	178.80

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Mb

Equipmentman-58 hrs.	@436.27 mo.(26 da)	$121.65
Lineman - 90 hrs.	1.961 hr.	176.49
Groundman-52 hrs.	1.721 hr.	89.49

February 1954

PR 701-1 Supt. Ore. (F. I. Dennis)
Engineering:

Engineer Inspector-26 hrs.	480.00 mo.(19 da)	82.11

PR 701-2 Supt. Ore.
Engineering:

Engineer Inspector-16 hrs.	480.00 mo.(19 da)	50.53

PR 712-1 Signal Gang 782 (Melvin H. Allen)
Unload poles with work train:

Foreman-8 hrs.	447.07 mo.(24 da)	18.63
Signalman - 16 hrs.	2.033 hr.	32.53
Asst. Signalman-16 hrs.	1.841 hr.	29.46
Signal Helper - 16 hrs.	1.721 hr.	27.54

PR 712-2 Signal Gang 782
Remove and rearrange signal pole line, etc.: & install temporary [illegible]

Foreman - 80 hrs.	447.07 mo.(24 da)	186.28
Signalman - 240 hrs.	2.033 hr.	487.92
Asst. Signalman - 112 hrs.	1.841 hr.	206.19
Asst. Signalman - 64 hr	1.745 hr.	111.68
Signal Hlpr- 280 hrs.	1.721 hr.	481.88

PR 712-1 Signal Gang 782
Rearrange pole line:

Foreman - 8 hrs.	447.07 mo.(24 da)	18.63
Signalman-56 hrs.	2.033 hr.	113.85
Asst. Signalman-16 hrs.	1.841 hr.	29.46
" " 8 "	1.745 hr.	13.96
Signal Helper- 48 hrs.	1.721 hr.	82.61

PR 712-1 Signal Gang 782
Install temporary underground cable:

Foreman-32 hrs.	447.07 mo.(24 da)	74.51
Signalman - 224 hrs.	2.033 hr.	455.39
Asst. Signalman-56 hrs.	1.841 hr.	103.10
" " 32 "	1.745 hr.	55.84
Signal Helper-192 "	1.721 hr.	330.43

PR 713-1 Section Gang 1 (Frank F. Petruzzelli)
Flagging for Banfield Expressway:

Sectionmen-106 hrs.	1.686760187 hr.	178.80

OK 9-28 1955
M. J. [illegible]
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Contract 4053

Mb

PR 713-2 Section Gang 1

Flagging, etc.:		
Sectionmen - 131 hrs.	@1.686760187 hr.	$220.96

PR Telegraph Dept. (TE 211 Mar. 1954)

Replace line with cable at 82nd & Halsey St.		
Districtman-8 hrs.	414.37 mo. (24 da)	17.27
Lineman - 8 hrs.	1.961 hr.	15.69
Replace line at 48th & 60th Sts.		
Districtman-19 hrs.	414.37 mo. (24 da)	41.01
Equipmentman-20 hrs.	436.27 mo. (24 da)	45.44
Lineman - 20 hrs.	1.961 hr.	39.22
Groundman - 28 hrs.	1.721 hr.	48.19
Line change at 68th & Halsey St.		
Districtman-40 hrs.	414.37 mo. (24 da)	86.33
Lineman-8 hrs.	399.77 mo. (24 da)	16.66
" 40 hrs.	1.961 hr.	78.44
Groundman- 24 hrs.	1.721 hr.	41.30
Districtman - 8 hrs.	414.37 mo. (24 da)	17.26

March 1954

PR 701-1 Supt. Ore. (F. I. Dennis)

Engineering:		
Engr. Inspector-21 hrs.	480.00 mo. (23 da)	54.78
Instrumentman-16 hrs.	390.00 mo. (23 da)	33.91

PR 701-2 Supt. Ore. (William C. Pound)

Engineering:		
Engr. Inspector-64 hrs.	480.00 mo. (23 da)	166.96
" " 20 hrs.	480.00 mo. (23 da)	52.17
Instrumentman-32 hrs.	390.00 (23 da)	67.83

PR 712-1 Signal Gang 782, (Melvin H. Allen)

Install high poles:		
Foreman - 48 hrs.	447.07 mo. (27 da)	99.35
Signalmen - 160 hrs.	2.033 hr.	325.28
Asst. Signalman - 40 hrs.	1.841 hr.	73.64
" " - 72 hrs	1.745 hr.	125.64
Signal Helper - 208 "	1.721 hr.	357.97
Wiring cable junction poles:		
Signalman-176 hrs.	2.033 hr.	357.81
Asst. Signalman-88 hrs.	1.841 hr.	162.0
Install pole line guy anchors:		
Foreman-40 hrs.	447.07 mo. (27 da)	82.7
Signalman-128 hrs.	2.033 hr.	260.22
Asst. Signalman-32 hrs.	1.841 hr.	58.9
" " 64 hrs.	1.745 hr.	111.68
Signal Helper-152 hrs.	1.721 hr.	261.59

OK 9-28 1955
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Install crossarms on new poles:		
Foreman- 16 hrs.	@447.07 mo.(27 da)	$ 33.12
Signalman - 64 hrs.	2.033 hr.	130.11
Asst. Signalman - 16 hr	1.841 hr.	29.46
" " 32 "	1.745 hr.	55.84
Signal helper - 80 hrs.	1.721 hr.	137.68
PR 712-2 Signal Gang 782		
Digging pole holes & setting high poles:		
Foreman - 40 hrs.	447.07 mo.(27 da)	82.79
Signalman - 208 hrs.	2.033 hr.	422.86
Asst. Signalman-64 hrs.	1.841 hr.	117.82
" " 48 "	1.745 hr.	83.76
Signal Helper - 136 hrs.	1.721 hr.	234.06
Asst. Signalman-32 hrs.	1.793 hr.	57.38
Going after signal matl.:		
Signalman - 8 hrs.	2.033 hr.	16.26
Asst. Signalman-8 hrs.	1.793 hr.	14.34
Signalman - 2½ hrs.	3.0495 hr. O.T.	7.62
Asst.Signalman-2½ hrs.	2.6895 hr. O.T.	6.72
Transfer line wire to new poles, etc.: & set [illegible]		
Foreman - 40 hrs.	447.07 mo.(27 da)	82.79
Signalman - 176 hrs.	2.033 hr.	357.81
Asst. Signalmen-56 hrs.	1.841 hr.	103.10
" " 80 hrs.	1.745 hr.	139.60
Signal Helper - 168 "	1.721 hr.	289.13
Asst. Signalman-16 "	1.793 hr.	28.69
Wiring cable junction poles:		
Signalman - 48 hrs.	2.033 hr.	97.58
Asst. Signalman- 24 hrs.	1.841 hr.	44.18
Install pole line guys:		
Signalman - 16 hrs.	2.033 hr.	32.53
Signal Helper-32 hrs.	1.721 hr.	55.07
Cut in service new cable, etc. & testing of line circuits		
Foreman-32 hrs.	447.07 mo.(27 da)	66.23
Signalman - 120 hrs.	2.033 hr.	243.96
Asst.Signalman-40 hrs.	1.841 hr.	73.64
" 40 hrs.	1.745 hr.	69.80
Signal Helper-96 hrs.	1.721 hr.	165.22
Asst.Signalman-8 hrs.	1.793 hr.	14.34
PR 713-1, Section Gang 1 (Frank F. Petruzzelli)		
Flagging for Banfield Expressway:		
Sectionmen-78½ hrs.	1.617577502 hr.	126.98
PR 713-2 Section Gang 1		
Flagging for Banfield Expressway:		
Sectionmen - 243 hrs.	1.617577502 hr.	393.07

OK 9-28 1955
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Contract 4053

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PR Telegraph Dept. (TE 211, Mar. 1954)
(Signal) line change at 82nd & Halsey:

Districtman - 32 hrs.	@414.37 mo. (27 da)	$ 61.39
Lineman - 32 hrs.	1.961 hr.	62.75
Groundmen - 64hrs.	1.721 hr.	110.14
Lineman - 24 hrs.	399.77 mo. (27 da)	44.42

April 1954

PR 701-1 Supt. Ore.
Engineering:

Engr. Inspector-101 hrs.	480.00 mo. (22 da)	275.45

PR 701-2 Supt. Ore.
Engineering:

Engr. Inspector-109 hrs.	480.00 mo. (22 da)	297.27
Traveling Engr. Acct. 16 hrs.	440.00 mo. (22 da)	40.00

PR 712-1 Signal Gang 782 (Melvin H. Allen)

Digging pole hole account line change:		
Foreman - 16 hrs.	447.07 mo. (26 da)	34.39
Signalman - 96 hrs.	2.033 hr.	195.17
Asst. Signalman-32 hrs.	1.841 hr.	58.91
" 8 hrs.	1.793 hr.	14.34
" 16 hrs.	1.745 hr.	27.92
Signal Helper - 56 hrs.	1.721 hr.	96.38
Rearrange temporary underground cable:		
Signalman - 48 hrs.	2.033 hr.	97.58
Asst. Signalman-16 hrs.	1.841 hr.	29.46
Signal Helper - 16 hrs.	1.721 hr.	27.54
Setting poles & guy line anchors:		
Foreman - 24 hrs.	447.07 mo. (26 da)	51.59
Signalman - 176 hrs.	2.033 hr.	357.81
Asst. Signalman-24 hrs.	1.793 hr.	43.03
" 64 hrs.	1.841 hr.	117.82
" 36 hrs.	1.745 hr.	62.82
Signal Helper -88 hrs.	1.721 hr.	151.45

PR 712-2 Signal Gang 782

Install line on new poles, etc.:		
Foreman - 56 hrs.	447.07 mo. (26 da)	120.37
Signalman - 288 hrs.	2.033 hr.	585.50
Asst. Signalman - 96 hr	1.841 hr.	176.74
" 48 "	1.793 hr.	86.06
" 40 "	1.745 hr.	69.80
Signal Helper - 144 hrs	1.721 hr.	247.82
Retire pole line and remove poles, etc.:		
Foreman - 32 hrs	447.07 mo (26 da)	68.78
Signalman - 144 hrs.	2.033 hr.	292.75
Asst. Signalman - 48 hr	1.841 hr.	88.37

OK 7-28 1955
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Asst. Signalman-24 hrs.@1.793 hr.		$ 43.03
" 24 hrs.	1.745 hrs.	41.88
Signalhelper - 72 hrs.	1.721 hr.	123.91
Install temporary underground cable:		
Foreman - 8 hrs.	447.07 mo.(26 da)	17.20
Signalman - 48 hrs.	2.033 hr.	97.58
Asst.Signalman-16 hrs.	1.841 hr.	29.46
" 8 hrs.	1.793 hr.	14.34
" 8 hrs.	1.745 hr.	13.96
Signal Helper - 24 hrs.	1.721 hr.	41.30
PR 713-1 Section Gang 1 (Frank F. Petruzzelli)		
Flagging for Banfield Expressway:		
Sectionmen - 121 hrs.	1.6227796 hr.	196.36
PR 713-2 Section Gang 1		
Flagging for Banfield Expressway:		
Sectionmen - 108 hrs.	1.6227796 hr.	175.26
PR 83-1 Telegraph Gang 015, (H. Robinson)		
Relocate communication facilities:		
Foreman - 16 hrs.	470.00 mo.(30 da)	31.33
Lead workman - 32 hrs.	2.051 hr.	65.63
" 2 hrs.	3.032 hr. O.T.	6.06
Lineman - 64 hrs.	1.961 hr.	125.50
Groundman - 96 hrs.	1.721 hr.	165.22
PR 83-2 Telegraph Gang 015		
Transfer telegraph facilities, etc.:		
Groundmen - 294 hrs.	1.721 hr.	505.97
Foreman - 56 hrs.	470.00 mo.(30 da)	109.67
Lead workman - 64 hrs.	2.051 hr.	131.26
" 5 hrs.	3.032 hr. O.T.	15.16
Lineman - 166 hrs.	1.961 hr.	325.53
May 1954		
PR 701-1 Supt. Ore.		
Engineering:		
Engr. Inspector-100 hrs.	480.00 mo.(20 da)	300.00
PR 701-2 Supt. Ore.		
Engr. Inspector-97 hrs.	480.00 mo.(20 da)	291.00
PR 712-1 Signal Gang 782 (Melvin H. Allen)		
Temporary rearranging of pole line M.P. 3.1		
Foreman - 24 hrs.	447.07 mo.(26 da)	51.59
Signalman - 96 hrs.	2.033 hr.	195.17
Asst.Signalman-21 hrs.	1.841 hr.	38.66
" 16 hrs.	1.793 hr.	28.69
" 16 hrs.	1.745 hr.	27.92
Signal Helper-48 hrs.	1.721 hr.	82.61

OK 9-28 1955
M. J. [illegible]
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Contract 4053

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Clean up retired poles, etc.:

Foreman - 16 hrs.	@447.07 mo.(26 da)	$ 34.39
Signalman - 24 hrs.	2.033 hr.	48.79
Signal Helper - 24 hrs.	1.721 hr.	41.30

PR 713-2 Section Gang 1 (F. F. Petruzzelli)
Flagging for Banfield Expressway:

Sectionmen - 18 hrs.	1.66618 hr.	29.99

PR 83-1 Telegraph Gang 015 (H. Robinson)
Transfer telegraph facilities, etc.:

Foreman - 120 hrs.	470.00 mo.(31 da)	227.42
Lead workman - 120 hrs.	2.051 hr.	246.12
" - 10 hrs.	3.032 hr. O.T.	30.32
Lineman - 338 hrs.	1.961 hr.	662.82
Groundman - 415 hrs.	1.721 hr.	714.22

PR 83-2 Telegraph Gang 015
Transfer telegraph facilities, etc.:

Foreman - 128 hrs.	470.00 mo.(31 da)	242.58
Lead workman - 64 hrs.	2.051 hr.	131.26
" 8 hrs.	3.032 hr. O.T.	24.26
Lineman - 235 hr.	1.961 hr.	460.84
Groundmen - 244 hrs.	1.721 hr.	419.92

TE 407 Form 4967-8 (Loco. 1013)
Work Train Service, Load and unload poles:

Trainman - Rutter	50.35
Engineman - Tracy	30.60

June 1954

PR 701-1 Supt. Ore.
Engineering:

Engr. Inspector-89 hrs.	480.00 mo.(22 da)	242.73
Trav. Engr. Acctnt. 16 hrs.	440.00 mo.(22 da)	40.00

PR 701-2 Supt. Ore.
Engineering:

Engr. Inspector-72 hrs.	480.00 mo.(22 da)	196.36
Instrumentman-24 hrs.	390.00 mo.(22 da)	53.18

PR 710-1 B & B Gang 702 (Henry Meier)
Job #17, moving telephone booth:

Foreman - 16 hrs.	364.93 mo.(22 da)	33.18
Lead workman - 16 hrs.	1.937 hr.	30.99
Carp. 1st Cl.-16 hrs.	1.877 hr.	30.03
Capp. 2nd Cl.-40 hrs.	1.829 hr.	73.16
Helper - 16 hrs.	1.685 hr.	26.96

OK 9-28 1955
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PR 713-1 Section 1, (F. F. Petruzzelli)
Flagging for Banfield Expressway:

Sectionmen - 90 hrs.	@1.565 hr.	$140.85

PR 713-2 Section Gang 1
Flagging for Banfield Expressway:

Sectionmen - 184 hrs.	1.565 hr.	287.96

PR 83-1 Telegraph Gang 015, (H. Robinson)
Moving pole line:

Foreman - 40 hrs.	470.00 mo. (30 da)	78.33
Lead workman - 32 hrs.	2.051 hr.	65.63
" - 4 hrs.	3.032 hr. O.T.	12.13
Lineman - 173 hrs.	1.961 hr.	339.25
Groundman - 190 hrs.	1.721 hr.	326.99

PR 83-2 Telegraph Gang 015
Moving pole line:

Foreman - 24 hrs.	470.00 mo. (30 da)	47.00
Lineman - 86 hrs.	1.961 hr.	168.65
" 3 hrs.	2.942 hr. O.T.	8.83
Groundman - 94 hrs.	1.721 hr.	161.77

July 1954

PR 701-1 Supt. Ore.
Engineering:

Trav. Engr. Accountant 8 hrs.	440.00 mo. (21 da)	20.95
Engr. Inspector-99 hrs.	480.00 mo. (21 da)	282.86

PR 701-2 Supt. Ore.
Engineering:

Engr. Inspector- 98 hrs.	480.00 mo. (21 da)	280.00

PR 712-1 Signal Gang 782, (Melvin H. Allen)
Digging pole holes & setting poles M.P. 3.5 to 3.8

Foreman - 24 hrs.	447.07 mo. (27 da)	49.67
Signalman - 88 hrs.	2.033 hr.	178.90
Asst. Signalman - 44 hr.	1.841 hr.	81.00
Signal Helper - 24 hrs.	1.721 hr.	41.30

PR 712-2 Signal Gang 782
Rearrange signal pole lines M.P. 3.5 to 3.8:

Foreman - 72 hrs.	447.07 mo. (27 da)	149.02
Signalman - 288 hrs.	2.033 hr.	585.50
Asst. Signalman-48 hrs.	1.865 hr.	89.52
" 14 hrs.	1.841 hr.	25.77
" 8 hrs.	1.745 hr.	13.96
Signal Helper - 48 hrs.	1.721 hr.	82.61

OK 7-28 1955
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PR 713-1 Section Gang 1, (F. F. Petruzzelli)		
✓ Flagging for Banfield Expressway:		
Sectionmen - 126 hrs. ✓	@1.565 hr.	$197.19 ✓
PR 90-1 Telegraph Dept. (Guy R. Clymore)		
✓ Hook up temporary cable at 42nd Street:		
Districtman - 20 hrs. ✓	414.37 mo. (27 da)	38.37 ✓
PR 90-2 Telegraph Dept.		
✓ Running cross connects:		
Districtman - 8 hrs. ✓	414.37 mo. (27 da)	15.35 ✓
PR 83-1 Telegraph Gang 015 (H. Robinson)		
✓ Move telephone & telegraph facilities:		
Foreman - 32 hrs. ✓	470.00 mo. (31 da)	60.65 ✓
Lead workman - 24 hrs. ✓	2.051 hr.	49.22 ✓
" 3 hrs. ✓	3.032 hr. O.T.	9.10 ✓
Lineman - 96 hrs. ✓	1.961 hr.	188.26 ✓
Groundmen - 80 hrs. ✓	1.721 hr.	137.68 ✓
PR 83-2 Telegraph Gang 015		
Move pole line:		
Foreman - 128 hrs. ✓	470.00 mo. (31 da)	242.58 ✓
Lead workman - 72 hrs. ✓	2.051 hr.	147.67 ✓
" 9 hrs. ✓	3.032 hr. O.T.	27.29 ✓
Linemen - 268 hrs. ✓	1.961 hr.	525.55 ✓
" 4 hrs. ✓	2.942 hr. O.T.	11.77 ✓
Groundmen - 489 hrs. ✓	1.721 hr.	841.57 ✓
" 7 hrs. ✓	2.582 hr. O.T.	18.07 ✓

August 1954

PR 701-1 Supt. Ore.		
✓ Engineering:		
Engr. Inspectors-96 ✓ hrs.	480.00 mo. (22 da)	261.82 ✓
PR 701-2 Supt. Ore.		
✓ Engineering:		
Engr. Inspectors-95 ✓ hrs.	480.00 mo. (22 da)	259.08 ✓
PR 712-2 Signal Gang 782, (Melvin H. Allen)		
✓ Remove signal poles along track, etc.		
Foreman - 4 hrs. ✓	447.07 mo. (26 da)	8.60 ✓
Signalman - 12 hrs. ✓	2.033 hr.	24.40 ✓
Asst. Signalman - 4 ✓ hrs.	1.865 hr.	7.46 ✓
PR 713-1 Section Gang 1 (F. F. Petruzzelli)		
✓ Flagging for Banfield Expressway, etc.		
Sectionmen - 65 hrs. ✓	1.626127 hr.	105.70 ✓

OK 9-28-1955
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Mb

PR 713-2 Section Gang 1
Flagging for Banfield Expressway, etc.:

Sectionmen - 108 hrs.	@1.626127 hr.	$175.62

PR 83-1 Telegraph Gang 015 (H. Robinson)
Salvage material & clean R/W

Lineman - 32 hrs.	1.961 hr.	62.75
Groundman - 48 hrs.	1.721 hr.	82.61

September 1954

PR 701-1 Supt. Ore.
Engineering:

Engr. Inspector - 48 hrs.	480.00 mo. (21 da)	137.14

PR 701-2 Supt. Ore.
Engineering:

Engr. Inspector-52 hrs.	480.00 mo. (21 da)	148.57

PR 712-2 Signal Gang 782 (Melvin H. Allen)
Install pole line guy anchors, etc.

Foreman - 8 hrs.	452.07 mo. (26 da)	17.39
Signalman - 24 hrs.	2.033 hr.	48.79
Asst. Signalman-16 hrs.	1.865 hr.	29.84
Signal Helper - 8 hrs.	1.721 hr.	13.77

PR 713-1 Section Gang 1 (Earl M. Whitman)
Flagging for Banfield Expressway:

Sectionmen - 90 hrs.	1.6257468 hr.	146.32

PR 713-2 Section Gang 1
Flagging for Banfield Expressway:

Sectionmen - 135 hrs.	1.6257468 hr.	219.48

October 1954

PR 701-1 Supt. Ore.
Engineering:

Asst. Engineer - 8 hrs.	480.00 mo. (21 da)	22.86
Engr. Inspector-57 "	480.00 mo. (21 da)	162.86

PR 701-2 Supt. Ore.
Engineering:

Engr. Inspector-56 hrs.	480.00 mo. (21 da)	160.00

PR 713-1 Section Gang 1 (O. C. Malone)
Flagging for Banfield Expressway:

Sectionmen - 99 hrs.	1.7111734 hr.	169.41

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Mb

Labor - 42nd to 92nd St.-Flagmen & Watchmen			$33542.09
Sectionmen - 224 hrs.√ @1.7111734 hr.		$383.30	
Plus 3% Vacation allowance on 33364.76	1000.94		
" 6½% RRR & UI Tax on 34543.03	2245.30		
" 3% Workmen's Comp. Ins. on 34543.03	1036.29		
" 1% Public Liability Ins. on 34543.03	345.43		$38170.05

PERSONAL EXPENSES:

January 1954	
Vo. 423775, F. I. Dennis, Engr. Inspector	2.80
Vo. 406192, A. A. Sumrall, Lineman	89.70
Vo. 404626, A. S. Carlson - Lineman	89.65
Vo. 409562, R. R. Marrs, Groundman	140.00
February 1954	
Vo. 422590, A. S. Carlson, Lineman	56.50
Vo. 409562, R. R. Marrs, Groundman	19.50
Vo. 422586, E. D. Lanke, Groundman	20.30
Vo. 432735, B. O. Belmont, Groundman	10.20
Vo. 419360, F. I. Dennis, Engr. Inspector	4.50
March 1954	
Vo. 422197, F. I. Dennis, Engr. Inspector	1.70
April 1954	
Vo. 439840, F. I. Dennis, Engr. Inspector	2.30
Vo. 439842, W. C. Pound, Engr. Inspector	27.23
May 1954	
Vo. 449721, Frank Irwin, Trav. Engr. Acct.	11.40
Vo. 461145, F. I. Dennis, Engr. Inspector	1.80
Vo. 461147, W. C. Pound, Engr. Inspector	31.71
June 1954	
Vo. 454962, Frank Irwin, Trav. Engr. Acct.	1.30
July 1954	
Vo. 484269, F. I. Dennis, Engr. Inspector	1.60
August 1954	
Vo. 468568, W. C. Pound, Engr. Inspector (6-1954)	15.12
Vo. 468570, W. C. Pound " (7-1954)	24.71
Vo. 476836, F. I. Dennis "	2.60
Vo. 476988, W. C. Pound "	32.76
September 1954	
Vo. 506987, F. I. Dennis, Engr. Inspector	1.75

OK 9-28 1955
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Ml

October 1954

Vo. 495616, L. H. Boyd, Asst. Engr.	$ 1.20✓	
Vo. 497890, F. I. Dennis, Engr. Inspector	5.65	$ 595.98

MATERIAL USED:

January 1954

F 502-1 #2355, R-159

✓10 rolls N Manson black 3/4" friction tape	@ ✓.52 roll✓	$ 5.20
✓2009 ft. N Single condr. UG wire #9 AWG solid, 5/64" wall anhydrex insulation	.09 ft.✓	180.81 1/
✓3 rolls N Scotch electrical tape No. 33 (3/4" x 66')	.94 roll✓	2.82
✓1 ea. N Pole box type 1236-100 with hinged transite terminal board, Dwg. 1266-100	31.21 ea.✓	31.21 D✓
✓3000 ft. N 9 conductor No. 14 Tyrex cable	.05 ft.✓	150.00
✓24 ea. SH Breakarm bracket Model R-5012 Pl S-10	1.03 ea.✓	24.72
✓1 ea. N type 1236-100 pole box with ebony asbestos terminal board	34.32 ea.✓	34.32 D✓
✓900 ft. N 7 condr. No. 14 solid anhydrex SA shielded & neoprene jacketed underground cable, each condr. #14 AWG solid tinned 4/64" wall anhydrex SA insulation	.41 ft.✓	369.00 D✓
7✓ea. N Chance 8 S guy anchor with 5/8" x 6' galv. rod with thimble eye	2.03 ea.✓	14.21 D

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February 1954

F 502-1 #2402 R-96

✓2000 ft. N Single cond. UG wire No. 9 AWG	.09 ft.✓	180.00 1/
✓3 gal. N Glyptol ins. paint	5.21 gal.✓	15.63

F 502-1 Teleg. Dept. (TE 211 Mar '54)

✓60 ft. N cable pl. 16 pr. 19 ga.	.27 ft.✓	16.20
✓160 ft. SH✓pipe & coupl. 3" galv.	.35 ft.✓	56.00

Me

1 qt. N Aluminum paint	@ .85 qt.	$ .85
4 ea. N U guard hub #7531½	1.06 ea.	4.24
8 ea. N mounting straps #7538	.38 ea.	3.04
4 ea. N ground rods copperw. 8'	2.18 ea.	8.72
4 ea. N grnd. wire clamps #9592	.14 ea.	.56
48 ea. N Insulators #42	.12 ea.	5.76
32 ea. N Diam. insul. screw eyes #832	.04 ea.	1.28
40 ea. N Diam. insul. screw eyes #830	.04 ea.	1.60
2 ea. SH Pole butt treated 20'	-7.50 ea.	15.00
200 ft. N Messenger strand 3/8"	.04 ft.	8.00
7 ea. N guy rods 6'	1.95 ea.	13.65
7 ea. N anchor logs	2.50 ea.	17.50
12 ea. SH X-arm bolts 20" DA	.22 ea.	2.64
4 ea. N Hubeye bolts 16"	.18 ea.	.72
200 ft. SH wire twd. pr. #14	.02 ft.	4.00
250 ft. N wire iron #4 line	.01 ft.	2.50
16 ea. SH X-arm bolts 16" DA	.09 ea.	1.44
150 ea. SH washers 5/8"	.01 ea.	1.50
1 lb. N solder, resin multi-core	.35 lb.	.35
140 ft. N Conduit 2" galv.	.48 ft.	67.20
570 ft. N cable plastic 16 pr	.27 ft.	153.90
2 ea. N cable box (shop built)	14.75 ea	29.50
240 ft. N wire tw. pr. 14 ga.	.04 ft.	9.60
4 ea. N Mtg. protector 4B 10 wire	3.40 ea.	13.60
60 ea. N Protector type 2B	.32 ea.	19.20
4 ea. SH Crossarm bolts 16" SA	.09 ea.	.36
4 ea. N sleeves Nico 5-203S	.11 ea.	.44
4 ea. N Boxes wood terminal	4.50 ea.	18.00
16 ea. N coils load 2.0 mh in 71A case	12.50 ea.	200.00
128 ea. N cable arrestors 2B	.18 ea.	23.04
8 ea. N arrestors mntg. 4B 6 wire	2.75 ea.	22.00
8 ea. N arrestors 4B 10 wire	3.40 ea.	27.20
8 ea. N condenser 187C	7.45 ea.	59.60
8 ea. N Brackets condenser 27A	.34 ea.	2.72
4 ea. N Blocks term. 13B 10 wire	3.50 ea.	14.00

OK 7-28 1955
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mb

March 1954

F 502-1 #2495, R-291

✓3 ea. N Porcelain strain insulator No. 502	@ .23 ea.✓	$ .69 D✓
✓3 ea. N Chance 8 S guy anchor with 5/8" x 6' galv. rod with thimble eye.	2.03 ea.✓	6.09 D✓
✓12 ea. N breakarm bracket single arm	1.42 ea.✓	17.04
✓6 ea. N galv. thru bolt with nuts & 2 sq. washers 5/8" x 16"	.26 ea.✓	1.56 D
✓11 ea. N pole step Hubbard #7123	.12 ea.✓	1.32 D✓
✓10 ea. N No. 10 AWG nicropress copper offset deadends	.14 ea.✓	1.40 D✓
✓30 ea. N No. 10 AWG nicropress copper splicing sleeve	.08 ea.✓	2.40 D✓
✓20 ea. N enameled style "C" 1¼" bridle rings	.13 ea.✓	2.60
✓30 ea. N nicropress copper splicing sleeve for #9 BWG galv. iron wire	.08 ea.✓	2.40
✓3 ea. N angle thimble eye	.48 ea.✓	1.44
✓7 ea. N 3 bolt guy clamp	.54 ea.✓	3.78
✓12 ea. N 5/8" x 18" double arming bolt	.42 ea.✓	5.04
✓5 ea. N 3 bolt galv. guy clamp	.65 ea.✓	3.25
✓10 ea. N galv. heel bolt	.06 ea.✓	.60
✓2 ea. N type 1236-100 pole box with ebony asbestos terminal board	34.34 ea.✓	68.68 D✓
✓900 ft. N 7 condr. #14 solid anhydrex SA shielded and neoprene jacketed UGRR signal cable, each condr. #14 AWG solid tinned 4/64" wall, Anhydrex SA ins.	.41 ft.✓	369.00 1/ D✓
✓8 ea. N 3 bolt guy clamp	.65 ea.✓	5.20
✓6 ea. N galv. iron crossarm brace	.22 ea.✓	1.32 D✓
✓150 ft. SH ✓5/16" guy wire	.04 ft.✓	6.00
✓2 ea. SH✓10 ft. 10 pin crossarm	2.34 ea.✓	4.68
✓1 ea. SH✓6 ft. 4 pin crossarm	1.42 ea.✓	1.42
✓2 ea. SH✓top groove insulator	.19 ea.✓	.38
✓2 ea. SH✓deadend clevis	.75 ea.✓	1.50
✓6 ea. N galv. toe bolt	.03 ea.✓	.18 D✓
✓4 ea. N porcelain strain insulator	.23 ea.✓	.92 D✓

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Mb

✓ 4 ea. N Chance 8 S guy anchor with 5/8" x 6' galv. rod w/ thimble eye	@ 2.03 ea. ✓	$ 8.12 D✓	
✓ 12 ea. N Breakarm bracket Model R-5016	2.02 ea.	24.24 D	
✓ 3 ea. N galv. thru bolt 5/8" x 16" with nuts and 2 sq. washers	.26 ea. ✓	.78 D	
✓ 11 ea. N pole step, Hubbard	.12 ea. ✓	1.32 D✓	
✓ 12 ea. N Breakarm brackets	1.42 ea. ✓	17.04	
✓ 2 ea. N type 1236-100 pole box with ebony asbestos terminal board	34.34 ea. ✓	68.68 D✓	
✓ 594 ft. N 7 conductor No. 14 solid Anhydrex SA, shielded & neoprene jacketed RR UG signal cable each condr. No. 14 AWG solid tinned 4/64" wall	.41 ft. ✓	243.54 D✓	1/

F 502-1 #2555, R-413

✓ 400 ft. N Conduit 2" galv.	.50 ft. ✓	200.00
✓ 12 ea. N bolts X-arm 16" DA	.52 ea. ✓	6.24
✓ 4 ea. N Conduit bends 90° 2"	8.52 ea. ✓	34.08
✓ 2 ea. N anchor rods 6'	1.71 ea. ✓	3.42
✓ 2 ea. N anchor, expanding	2.26 ea. ✓	4.52
✓ 12 ea. N crossarms 10 ft. 10 pin	2.41 ea. ✓	28.92

F 502-1 #2538, R-379

✓ 1 ea. N pole, 45'	24.50 ea. ✓	24.50 D
✓ 4 ea. N Crossarms 10'	2.08 ea. ✓	8.32
✓ 36 ea. N sleeves, nico. 1-114D	.05 ea. ✓	1.80
✓ 28 ea. N pins, locust wood	.05 ea. ✓	1.40

F 502-1 #2490 R-283

✓ 356 ft. N 7 cond. No. 9AWG solid anhydrex SA shielded & neoprene jacketed RR UG tinned 4/64" wall anhydrex SA insul.	.68 ft. ✓	242.08	1/
✓ 150 ft. SH ✓ 5/16" guy wire	.04 ft. ✓	6.00	
✓ 4 ea. SH ✓ 10 ft. 10 pin crossarms	2.34 ea. ✓	9.36	
✓ 2 ea. SH ✓ 6 ft. 4 pin crossarms	1.42 ea. ✓	2.84	

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April 1954 [illegible]

F 502-1 #2596, R-238

✓ 4 ea. SH ✓ ground bayonets 2" X 2" X ¼" angle iron 4'9½"	2.25 ea. ✓	9.00

3 ea. SH transposition bayonet	@ 2.25 ea.	$ 6.75	
2 sets SH braces #1150-X for 7'9" pole spacing Hughes Bros.	11.50 set	23.00	
4 ea. SH breakarm bracket model R-5012	1.03 ea.	4.12	
33 ea. SH breakarm bracket model R-5016	1.03 ea.	33.99	
35 ea. SH Crossarm 6 foot	1.42 ea.	49.70	
74 ea. SH crossarm 10 foot	2.34 ea.	173.16	
170 ea. SH galv. crossarm braces	.19 ea.	32.30	
51 ea. SH porcelain top groove insulator CS #12847	.19 ea.	9.69	
6 ea. SH 550 volt lightning arrestor Model 9 LA10A202	3.45 ea.	20.70	
58 ea. SH ½" galv. steel pin with wood cab	.24 ea.	13.92	
302 ea. SH ½ galv. steel pin	.24 ea.	72.48	
6 ea. SH plug cutout GE Co.	3.63 ea.	21.78	
1 ea. SH pole box type 1232	21.50 ea.	21.50	
4 ea. SH pole box type 1236-100	25.70 ea.	102.80	
3 ea. SH transformer 1 KVA oil cooled type HS 550 V 120-240 V	22.50 ea.	67.50	
6 ea. SH 2 bolt guy clamp	.19 ea.	1.14	
4 ea. SH copperweld ground rod 5/8" x 6' #J-8392	1.24 ea.	4.96	
20 ea. SH anchor rod with thimble eye 5/8" x 6'	1.50 ea.	30.00	
163 ea. SH pole step No. 7123	.11 ea.	17.93	

F 502-1 #2632, R-306

32 ea. N Nicropress copper splicing sleeve for No. 6 solid copper wire	.08 ea.	2.56	
96 ea. N Nicropress No. 10 copper splicing sleeve No. 1-102-J	.08 ea.	7.68	D
24 ea. N Nicropress copper splicing sleeve for #9 BWG galv. iron wire	.08 ea.	1.92	
91 ea. N galv. heel bolt Hubbard No. 9742	.06 ea.	5.46	
170 ea. N galv. toe bolt Hubbard No. 9742½	.03 ea.	5.10	D
114 ea. N enameled bridle rings style "C" 1½"	.13 ea.	14.82	

OK 9-28 1955
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✓27 ea. N porcelain strain insulators No. 502-A	@	.25 ea.✓	$ 6.75		
✓135 ft. N 12 cond. No. 14 AWG solid 4/64" wall, Kerite insul. plain covered overall with K-20 tape & asbestos braid aerial		.36 ft.✓	48.60	D✓ 1/	
✓279 ft. N 19 condr. No. 14 AWG aerial cable, 4/64" wall, Kerite insul., plain covered overall with K-20 tape and asbestos braid		.61 ft.✓	170.19	D✓ 1/	
✓100 LF N ground wire moulding		.05 ft.✓	5.00	D✓	
✓14 ea. N double arming bolt 5/8" x 18", Hubbard No.9868		.42 ea.✓	5.88		
✓23 ea. N angle thimble eye		.48 ea.✓	11.04		
✓3 ea. N straight thimble eye		.61 ea.✓	1.83		
✓100 ea. N galv. thru bolt 5/8" x 20" with nuts & 2 square washers		.43 ea.✓	43.00		
✓36 ea. N galv. thru bolt 5/8" x 16" with nuts and 2 sq. washers		.26 ea.✓	9.36	D✓	
✓42 ea. N galv. 3 bolt guy clamp		.65 ea.✓	27.30	D	
✓132 ea. N Davidson zinc 11" long cable hangers		.03 ea.✓	3.96	D	
F 502-1 #2716, R-					
✓8 ea. N Nicropress copper splicing sleeve for #6 solid copper wireq		.08 ea.✓	.64		
✓24 ea. N Nicropress No. 10 copper splicing sleeve		.07 ea.✓	1.68		
✓8 ea. N Nicropress splicing sleeve for #8 BWG wire		.10 ea.✓	.80		
✓1 ea. N treated poles 35 ft.		23.80 ea.✓	23.80	D✓	1
✓1 ea. N " " 40 ft.		27.20 ea.✓	27.20	D✓	1
✓2 ea. N " " 45 ft.		30.60 ea.✓	61.20	D✓	2
✓2 ea. N butt trtd. poles 55 ft.		42.06 ea.✓	84.12	D✓	
✓2 ea. N " " " 60 ft.		52.70 ea.✓	105.40	D✓	2
✓6 ea. N 8" bierce anchors		2.36 ea.✓	14.16		
✓340 ft. N 3/8" guy messenger cable		.05 ft.✓	17.00		
✓20 ea. N side groove glass insulators, Hemingway #19		.10 ea.✓	2.00	D	
✓7 ea. SH✓ anchor rod with thimble eye 5/8" x 6'		1.50 ea.✓	10.50		

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Mlo

✓262 ea. N X-arms 10' 10 pin	@ 3.45 ea.✓	$903.90		
✓2112 ea.N pins, wood RLF 508	.05 ea.✓	105.60		
✓208 ea. N X-arm bolts 14"	.26 ea.✓	54.08		
✓524 ea. N bolts Carr. 4"	.04 ea.✓	20.96		
✓110 ft. N messenger strand 6M	.04 ft.✓	4.40		
✓3 ea. N anchors everstick	2.26 ea.✓	6.78		
✓2112 ea. N insulators #42	.13 ea.✓	274.56		
✓29 ea. N X-arm bolts 18" DA	.37 ea.✓	10.73		
✓640 ea. N washers sq. #7813	.05 ea.✓	32.00		
✓524 ea. SH✓X-arm braces 28"	.19 ea.✓	99.56		
✓26 ea. SH✓X-arm bolts 16" SA	.26 ea.✓	6.76		
✓20 ea. SH✓S-arm bolts 18" SA	.34 ea.✓	6.80		
✓2 ea. N pole 30 ft. full treat	20.40 ea.✓	40.80	D	2
✓2 ea. N pole 40 ft. full treat	27.20 ea.✓	54.40	D✓	2

F 502-1 #2674 R-372

✓12 ea. N bolt X-arm DA 16"	.52 ea.✓	6.24		
✓12 ea. N bolt X-arm DA 18"	.37 ea.✓	4.44		
✓6 ea. N treated poles 35'	23.80 ea.✓	142.80	D✓	6
✓6 ea. N " " 40'	27.20 ea.✓	163.20	D✓	6
✓8 ea. N " " 45'	30.60 ea.✓	244.80	D	8
✓6 ea. N " " 50'	34.01 ea.✓	204.06	D✓	6
✓6 ea. N " " 55'	37.41 ea.✓	224.46	D✓	6
✓10 ea. N butt trtd. poles - 60'	52.70 ea.✓	527.00	D	10
✓3 ea. N butt treated poles - 55'	42.06 ea.✓	126.18	D✓	
✓1400 L ft. N 3/8" guy messenger cable	.05 ft.✓	70.00		
✓31 ea. N 10" x 4' anchor logs trtd.	1.10 ea.✓	34.10		
✓6 ea. SH✓50 gal. barrels	6.00 ea.✓	36.00		
✓160 ea. N side groove glass insulator #19	.10 ea.✓	16.00	D✓	
✓24 ea. N clear glass insulator #510	.12 ea.✓	2.88	D✓	
✓30 ea. N No. 10 AWG nicropress copper splicing sleeve	.08 ea.✓	2.40	D✓	
✓40 ea. N No. 10 AWG nicropress copper offset deadend	.14 ea.✓	5.60	D✓	
✓20 ea. N enameled style "C" 1¼" bridle ring	.13 ea.✓	2.60		
✓30 ea. N nicropress copper splicing sleeve for #9 BWG galv. iron wire	.08 ea.✓	2.40		
✓4 ea. N angle thimble eye	.48 ea.✓	1.92		
✓6 ea. N 5/8" x 18" double arming bolt	.42 ea.✓	2.52		

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May 1954

F 502-1 #2777, R-521

√ 500 ft. N cable, plastic 16 pr. 19 ga.	@ .27	ft. √	$135.00	
√ 24 ea. N X-arms 10' 10 pin	2.08	ea. √	49.92	
√ 8 ea. N X-arms 6' 6 pin	1.83	ea. √	14.64	
√ 250 ft. N pipe & couplings 2" galv.	.50	ft. √	125.00	
√ 4 ea. N pipe elb. 90° 2" galv.	1.64	ea. √	6.56	
√ 6 ea. N bolts, X-arm 16" DA	.52	ea. √	3.12	
√ 8 ea. N bolts, X-arm 18" DA	.37	ea. √	2.96	
√ 6 ea. N bolts X-arm 20" DA	.70	ea. √	4.20	
√ 10 ea. N treat. lumber 1½" x 7½" x 12'	2.06	ea. √	20.60	
160 bmf treating costs	.0082	bmf	1.31	
√ 10 lbs. N nails 10D	.08	lb. √	.80	
√ 80 ft. N pipe & coupl. 3" galv	1.05	ft. √	84.00	
√ 2 ea. N pipe elbows 3" 90° 8" lg.	22.89	ea. √	45.78	
√ 6 ea. N couplings 3" galv.	1.24	ea. √	7.44	

F 502-1 #2843, R-681

√ 72 ft. N 16 cond. #14 AWG aerial cable solid 4/64" wall Kerite insulation tape and asbestos braid	.63	ft. √	45.36	1/

June 1954

F 502-1 #2860, R-496 Permanent record.

√ 26 ea. N crossarm 10' 10 pin	3.45	ea. √	89.70	
√ 768 ea. N pin RLP 508	.05	ea. √	38.40	
√ 5 ea. N bolt, X-arm 14" ea.	.26	ea. √	1.30	
√ 15 lbs. N nails, 6D	.14	lb. √	2.10	
√ 52 ea. N bolts, carriage 4"	.04	ea. √	2.08	
√ 29 ea. N bracket, point #9272	3.00	ea. √	87.00	
√ 29 ea. N bracket, point #9273	3.00	ea. √	87.00	
√ 4 ea. N anchor everst #834	2.26	ea. √	9.04	
√ 400 ea. N sleeve nico. 1-114 J	.08	ea. √	32.00	
√ 140 ft. N messenger strand 6M	.04	ea.ft. √	5.60	
√ 24 ea. N bolt, carriage 4"	.04	ea. √	.96	
√ 24 ea. N bracket drop #9251	.68	ea. √	16.32	
√ 18 ea. SH porcelain strain insulator #502-A	.19	ea. √	3.42	
√ 2 ea. SH ground bayonet 4'9½"	3.75	ea. √	7.50	
√ 1 ea. SH transposiyion bayonet	3.75	ea. √	3.75	

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R. J. [illegible]
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Mls

✓18 ea. SH✓angle thimble eye #1100	@ .37 ea.✓	$ 6.66	
✓31 ea. SH✓galv. thru bolts 5/8 x 16"	.19 ea.✓	5.89	
✓51 ea. SH✓galv. heel bolts 5/8 x 4"	.04 ea.✓	2.04	
✓118 ea. SH✓galv. toe bolts 3/8 x 2½"	.02 ea.✓	2.36	
✓20 ea. SH✓crossarms 6' 4 pin	1.42 ea.✓	28.40	
✓36 ea. SH✓crossarms 10' 10 pin	2.34 ea.✓	84.24	
✓116 ea. SH✓crossarm braces	.19 ea.✓	22.04	
✓81 ea. SH✓top groove insulators	.19 ea.✓	15.39	
✓570 ea. SH✓side groove insulators	.07 ea.✓	39.90	
✓4 ea. SH✓550 volt lightning arrestors Model 9 LA 10 A 202	3.45 ea.✓	13.80	
✓32 ea. SH ½" galv. steel crossarm pin with wood cab	.24 ea.✓	7.68	
✓350 ea. SH steel crossarm pins	.24 ea.✓	84.00	
✓2 ea. SH✓plug cutout GE Co. No. 104227 with 3 amp. fuses	3.63 ea.✓	7.26	
✓1 ea. SH✓transformer 1 KVA oil cooled type HS 550V	22.50 ea.✓	22.50	
F 502-1 #2885 R-562			
✓12 ea. SH✓galv. crossarm braces	.19 ea.✓	2.28	
✓8 ea. SH✓insulators, top groove	.19 ea.✓	1.52	
✓8 ea. SH✓pins, ½" steel	.24 ea.✓	1.92	
✓2 ea. SH✓thimble eye angle	.37 ea.✓	.74	
✓6 ea. SH✓guy clamps, 3 bolt	.30 ea.✓	1.80	
✓2 ea. SH insulators, strain #502	.21 ea.✓	.42	
✓4 ea. SH✓clevises, dead end	.75 ea.✓	3.00	

July 1954

F 502-1 #3096, R-921			
✓30 ea. N thru bolts galv. w/nuts and 2 sq. washers 5/8" x 16"	.26 ea.✓	7.80	D✓
✓84 ea. N insulator side groove #4 Whitall Tatum glass	.08 ea.✓	6.72	D✓
✓22 ea. N insulators, glass clear	.09 ea.✓	1.98	D✓

OK 9-28 1955
RES. ENGR.
APPROVED
DIVISION ENGINEER
Contract 4053

M6

√16 ea. N pole steps Hubbard @	.12 ea.	$ 1.92	
√30 ft. N moulding ground wire creosote #2502	.05 ft.	1.50	D
√4 ea. N thimble eye angle	.46 ea.	1.84	
√70 ft. SH ground wire moulding	.04 ft.	2.80	
√17 ea. SH 10' 10 pin crossarms	2.34 ea.	39.78	
√11 ea. SH 6' 4 pin crossarms	1.42 ea.	15.62	
√12 ea. SH side groove insulators	.07 ea.	.84	
√22 ea. SH top groove insulators	.19 ea.	4.18	
√122 ea. SH steel cab pin ½"	.24 ea.	29.28	

F 502-1 #3057, R- [illegible]

√50 ea. N No. 10 AWG nicropress copper offset deadends	.14 ea.	7.00	D
√2 ea. N 10" x 4' treated anchor logs	1.10 ea.	2.20	
√50 ea. N No. 10 straight sleeves	.09 ea.	4.50	
√10 ea. N No. 8 straight sleeves	.08 ea.	.80	
√1000 ft. SH Sgl. condr. #9 U.G. wire	.07 ft.	70.00	
√950 ft. SH 7 condr. #14 U.G. cable	.35 ft.	332.50	
√12 ea. SH breakarm brackets, double	1.48 ea.	17.76	
√12 ea. SH " " single	1.03 ea.	12.36	
√2 ea. SH pole box, large	25.70 ea.	51.40	
√1 ea. SH poles, treated 35 ft.	21.00 ea.	21.00	
√8 ea. SH crossarms 10' 10 pin	2.34 ea.	18.72	
√4 ea. SH crossarms 6' 4 pin	1.42 ea.	5.68	
√4 ea. SH guy rods galv. 6'	1.50 ea.	6.00	
√30 ea. SH pole steps, galv.	.11 ea.	3.30	
√12 ea. SH bolts, double arming 5/8" x 18"	.27 ea.	3.24	
√12 ea. SH bolts, heel	.04 ea.	.48	
√9 ea. SH " thru 5/8" x 14"	.16 ea.	1.44	
√24 ea. SH bolts toe	.02 ea.	.48	
√35 ea. SH bridle rings enameled	.09 ea.	3.15	
√2 ea. SH poles trtd. 35'	21.00 ea.	42.00	

August 1954

F 502-1 #3169, R-866

√15 lbs. N wire, tie, copper	.06 lb.	.90	

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✓7031 lbs. N wire, copper, line #9	@ .34	lb. ✓	$2390.54	
✓3057 lbs. N wire, copper, line #8	.34	lb. ✓	1039.38	
✓932 ea. N insulator #42	.13	ea. ✓	121.16	
✓7 ea. N bolt X-arm DA 18"	.37	ea. ✓	2.59	
✓86 ea. N washer sq. #7813	.05	ea. ✓	4.30	
✓116 ea. N washer sq. #7813	.05	ea.	5.80	
✓4 ea. N rod guy 8'	2.95	ea. ✓	11.80	
✓24 ea. N bracket break iron (comp. #9281)	1.20	ea. ✓	28.80	D ✓
✓116 ea. N bolt, machine 6"	.11	ea. ✓	12.76	D ✓
✓116 ea. N bushing, wood	.03	ea. ✓	3.48	
✓50 lb. N wire, tie, copper	.06	lb. ✓	3.00	
✓2 ea. N bushing, wood	.03	ea. ✓	.06	
✓136 ea. N pin, wood RLP 508	.05	ea. ✓	6.80	D ✓
✓1332 lb. N wire, line, copperw. #9	.34	lb. ✓	452.88	
✓1413 lb. N wire, line, copperw. #9	.34	lb. ✓	480.42	D ✓
✓875 lb. N wire, line, copperw. #8	.34	lb.	297.50	D ✓
F 502-1 #3161, R-846				
✓8 ea. N X-arm 10', 10 pin	3.45	ea. ✓	27.60	
✓87 ea. N X-arm 10', 10 pin	3.45	ea.	300.15	
✓12 ea. N bracket, point type	2.37	ea.	28.44	
✓14 ea. N shackle, DE	1.23	ea. ✓	17.22	D ✓
✓8 ea. N bracket, drop type	.68	ea. ✓	5.44	
✓70 ea. N bolt, carr. 3/8" x 4"	.04	ea. ✓	2.80	
✓225 ea. N sleeve, nico, #1-114J	.08	ea. ✓	18.00	
✓14 ea. N bolt, carr. 3/8" x 4"	.04	ea. ✓	.56	
✓300 ft. N messenger strand 6M	.04	ft. ✓	12.00	
✓25 ea. N sleeve nico #1-114J	.08	ea. ✓	2.00	
✓160 lb. N wire, tie copper	.39	lb. ✓	62.40	

October 1954

TE 911, Telegraph Dept. F 502-1 (July '54)			
✓15 lbs. N nails 6D	.08	lb. ✓	1.20
✓24 ea. N bolt machine ½ x 6"	.09	ea. ✓	2.16
✓282 ea. N washer sq. #7881	.01	ea. ✓	2.82
✓24 ea. N washer sq. #7881	.01	ea. ✓	.24
✓5 lb. N wire line, copperw. #8	.29	lb. ✓	1.45
✓18 ea. N bolt X-arm 18" SA	.24	ea. ✓	4.32
✓15 ea. N clamp, 3 bolt medium	.21	ea. ✓	3.15
✓120 ea. N screw lag ½" x 4½"	.04	ea. ✓	4.80
✓85 ea. N sleeve copperw. #1	.14	ea. ✓	11.90
✓25 ea. N X-arm 10', 10 pin	2.40	ea. ✓	60.00

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Contract 4053

ML

45 ea. N bolt X-arm 18" DA @	.24 ea.	$ 10.80
90 ea. N bolt X-arm 14" SA	.20 ea.	18.00
34 ea. SH shackles DE	.45 ea.	15.30
640 ft. SH pipe 2" galv.	.24 ft.	153.60
680 ft. SH cable, 16 pr.	.24 ft.	163.20
4 ea. SH cable box	8.40 ea.	33.60
2500 ft. N wire #14 telegrene	.06 ft.	150.00
8 ea. N bolt, carr. 3/8" x 4½"	.07 ea.	.56
240 ea. N brace, X-arm 28"	.22 ea.	52.80
980 ea. N insulator #42	.12 ea.	117.60
12 ea. N hubeye #1100	.04 ea.	.48
6 ea. N anchor rod 6'	1.96 ea.	11.76
6 ea. N patent anchor	2.15 ea.	12.90
50 lb. N wire, tie copperw. #8	.29 ea.	14.50
12 ea. N damp 3 bolt, medium	.21 ea.	2.52
28 ea. N bushing, wood	.01 ea.	.28
844 ea. N pin, wood RLP 508	.12 ea.	101.28
8 ea. SH pole, 25'	4.00 ea.	32.00
2 ea. SH pole, 40'	7.50 ea.	15.00
20 ea. SH crossarm 10', 10 pin	1.20 ea.	24.00
50 ea. SH bolt X-arm 14" SA	.10 ea.	5.00
20 ea. SH clamp, 3 bolt medium	.10 ea.	2.00
120 ea. SH brace, X-arm 28"	.11 ea.	13.20
50 ea. SH screw, lag ½" x 4½"	.02 ea.	1.00
250 ft. SH pipe 3"	.28 ft.	70.00
320 ft. SH cable, 16 pr.	.24 ft.	76.80
2 ea. SH cable box	8.40 ea.	16.80
1600 lb. SH wire, line, copper #9	.16 lb.	256.00
1310 lb. SH wire, line, iron #6	.07 lb.	91.70
750 ea. SH insulator #42	.06 ea.	45.00
115 ea. SH bolt, carr. 3/8" x 4"	.02 ea.	2.30
4 ea. SH bracket, drop type	.65 ea.	2.60
14 ea. SH bracket, point type	1.50 ea.	21.00
F 502-1 #3350, R-1032		
3 ea. N 40 trtd. poles	27.20 ea.	81.60
4 ea. N 45' " "	30.60 ea.	122.40
3 ea. N 50' " "	34.00 ea.	102.00
1 ea. N 35' " "	23.80 ea.	23.80 D
4 ea. N 3/4" x 6' guy rods	1.03 ea.	4.12
4 ea. N 10" bierce anchor	1.91 ea.	7.64
2640 ft. N #8 AWG 40% copperweld W.P. line wire (187#)	.54 lb.	100.98

3
4

OK 9-28 1955
RES. ENGR.
APPROVED
DIVISION ENGINEER
Contract 4055

Mlo

60 ea. N No. 10 1-102-J	@ .09 ea.	$ 5.40		
10 ea. N No. 8 1-128-J	.08 ea.	.80		
10 ea. N No. 6 1-162-J	.08 ea.	.80		
20 ea. N No. 10 91-102-J	.15 ea.	3.00		
F 502-1 #3424, R-1170				
8 ea. N thimble eye angle	.46 ea.	3.68		
10 ea. N thru bolts galv. 5/8" x 14"	.34 ea.	3.40 D		
340 ft. N wire single cond. U.G. #6 AWG solid anhydrex SA tinned copper tape 4/64" wall	.16 ft.	54.40	1/	
84 ea. N bond, Acme type BB-1	.30 ea	25.20		
30 ea. N cable hangers Davidson Zinc 11" long	.03 ea.	.90 D		
1 ea. N thimble eye straight	.46 ea.	.46 D		
70 ft. N aerial cable 12 cond. #14 AWG solid 4/64" wall	.36 ft.	25.20	1/	
* 40 ea. N bonds PA-2 tigerweld US&S	.29 ea.	11.60		
26 ea. N bonds, Keystone 46"	.55 ea.	14.30		
1 gal. N cement, horn signal	3.58 gal.	3.58		
2 ea. N boxes, junction with 1 terminal board Pc. 212958	57.62 ea.	D 115.24		$17836.09
* Less Special Discount of 4.3% on U.S.&S. Co. material $11.60				.50
Cost of Handling: 5% on matl. handled thru stores 13252.14 2/				662.61
Freight: Omaha to East Portland - 1784 miles 33068 lbs. = 16.534 NT 16.534 NT X 1784 mi. = 29496.656 NTM @ .01 NTM				294.97
Centralia, Wash. to East Portland - 91 mi. 59207 lbs. = 29.6035 NT 29.6035 NT X 91 mi. = 2693.918 NTM @ .01 NTM				26.93
Centralia, Wash. to The Dalles, Ore. -175 mi. 666 lbs. =.333 NT .333 NT X 175 mi. = 58.275 NTM @ .01 NTM			.58	$18820.68

OK 9-28 1955
RES. ENGR.
APPROVED
DIVISION ENGINEER
Contract 4055

ml

35

FORMS 1253, REPORT OF ROLLING STOCK:

January 1954

Signal Gang 782, Melvin H. Allen
12√ outfit & revenue cars
used 31√ days ea. @ 1.016√ day $377.95√
Total hrs. worked this job-1360
" " " during mo.-2906
√1360/2906 of 377.95 $176.88√

February 1954

Signal Gang 782, Melvin H. Allen
√12 outfit & revenue cars
used 28√ days ea. @ 1.016√ day 341.38√
Total hrs. worked this job - 1504
" " " during mo. - 2719
√1504/2719 of 341.38 188.83

March 1954

Signal Gang 782, Melvin H. Allen
√12 outfit & revenue cars
used 31√ days ea. @ 1.016√ day 377.95√
Total hrs. worked this job - 2957
" " " during mo.- 2957
√2957/2957 of 377.95 377.95

April 1954

Signal Gang 782, Melvin H. Allen
√12 outfit & revenue cars
used 30√ days ea. @ 1.016√ day 365.76√
Total hrs. worked this job - 1844
" " " during mo. - 2460
√1844/2460 of 365.76 274.17

Telegraph Gang 015, H. Robinson
√8 outfit & revenue cars
used 30√ days ea. @ 1.016√ day 243.84√
√5 outfit & revenue cars used a 82.30
total of 81√ days @ 1.016√ day 411.48
Total hrs. worked this job - 795
" " " during mo. - 2169 117.53
√795/2169 of 655.32 240.19
326.14

May 1954

Signal Gang 782, Melvin H. Allen
10√ outfit & revenue cars
used 31 days ea. @ 1.016√ day 314.96√

OK 9-28-1955
RES. ENGR.
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2 outfit & revenue cars used a
total of 34 days @ 1.016 day 34.54
Total hrs. worked this job - 1045 285
" " " during mo. - 2241
1045/2241 of 349.50 285 $162.98

Telegraph Gang 015, H. Robinson
11 outfit & revenue cars used
31 days ea. @ 1.016 day 346.46
Total hrs. worked this job - 1682
" " " during mo. - 1831
1682/1831 of 346.46 318.27

June 1954

Telegraph Gang 015, H. Robinson
11 outfit & revenue cars
used 30 days ea. @ 1.016 day 335.28
Total hrs. worked this job - 646
" " " during mo. - 1823
646/1823 of 335.28 118.81

July 1954

Signal Gang 782, Melvin H. Allen
9 outfit & revenue cars
used 31 days ea. @ 1.016 day 283.46
Total hrs. worked this - 674
" " " during mo. 1821
674/1821 of 283.46 104.92

Telegraph Gang 015, H. Robinson
11 outfit & revenue cars
used 31 days ea. @ 1.016 day 346.46
Total hrs. worked this job - 1212
" " " during mo. - 1887
1212/1887 of 346.46 222.53

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August 1954

Signal Gang 782, Melvin H. Allen
9 outfit & revenue cars
used 31 days ea. @ 1.016 day 283.46
Total hrs. worked this job - 20
" " " during mo. - 1628
20/1628 of 283.46 3.48

Telegraph Gang 015, H. Robinson
9 outfit & revenue cars
used 26 days ea. @ 1.016 day 237.74
Total hrs. worked this job - 80
" " " during mo. - 2627
80/2627 of 237.74 7.24

Mb

September 1954

Signal Gang 782, Melvin H. Allen
9 outfit & revenue cars
used 30 days ea. @ 1.016 day $274.32
Total hrs. worked this job - 56
" " " during mo. - 1594
56/1594 of 274.32 $ 9.64 $2205.89

FORMS 1253-1, REPORT OF AUTOMOTIVE EQUIP.

January 1954

Signal Gang 782, Melvin H. Allen
Chevrolet 2 ton truck MW-68 used
780 miles @ .05 mi. 39.00

Telegraph Dept. F 5321 (TE 211 Mar. 54)
Chev. 1½ ton truck #T-38 used
100 miles @ .05 mi. 5.00

February 1954

Signal Gang 782, Melvin H. Allen
Chev. 2 ton truck MW-68 used
728 miles @ .05 mi. 36.40

Telegraph Dept. F 5321 (TE 211 Mar. 54)
Chev. 1½ ton truck #T-38 used
50 miles @ .05 mi. 2.50

March 1954

Signal Gang 782, Melvin H. Allen
Chev. 2 ton truck MW 68 used
1104 miles @ .05 mi. 55.20

Chev. ½ ton panel MW 54 used
540 miles @ .05 mi. 27.00

Stude. 1½ ton truck MW 31 used
540 miles @ .05 mi. 27.00

Telegraph Dept. F 5321 (TE 211 Mar. 54)
Chev. 1½ ton truck #T-38 used
100 miles @ .05 mi. 5.00

April 1954

Signal Gang 782, Melvin H. Allen
Chev. 2 ton truck MW-68 used
850 miles @ .05 mi. 42.50

OK 7-28 1955
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MB

Teleg. Gang 015, H. Robinson Chev. 1½ ton truck #T-63 used 326 miles @ .05 mi.	$ 16.30 ✓
May 1954	
Signal Gang 782, Melvin H. Allen Chev. 2 ton truck MW-68 used 108 miles @ .05 mi.	5.40 ✓
Teleg. Gang 015, H. Robinson Chev. 1½ ton truck #T-63 used 460 miles @ .05 mi.	23.00 ✓
Willys ½ ton jeep #T-134 used 582 miles @ .05 mi.	29.10 ✓
June 1954	
B & B Gang 702, Henry Meier 2 ton truck MW-39 used 60 miles @ .05 mi.	3.00 ✓
Teleg. Gang 015, H. Robinson Chev. 1½ ton truck #T-63 used 158 miles @ .05 mi.	7.90 ✓
Willys ½ ton jeep #T-134 used 180 miles @ .05 mi.	9.00 ✓
July 1954	
Signal Gang 782, Melvin H. Allen Chev. 2 ton truck MW-68 used 520 miles @ .05 mi.	26.00 ✓
GMC ½ ton pick-up MW-48 used 364 miles @ .05 mi.	18.20 ✓
Teleg. Gang 015, H. Robinson Chev. 1½ ton truck #T-63 used 395 miles @ .05 mi.	19.75 ✓
Willys ½ ton jeep ET-134 used 499 miles @ .05 mi.	24.95 ✓
September 1954	
Signal Gang 782, Melvin H. Allen Chev. 2 ton truck MW-68 used 52 miles @ .05 mi.	2.60 ✓

OK 2-28 1955
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APPROVED DIVISION ENGINEER
Contract 4053

Ml

Extra Gang 748, E. Oaks Flat dump truck MW-88 used 60 miles @ .05 mi.	$ 3.00	
Van truck MW-9 used 60 miles @ .05 mi.	3.00	
August 1954		
Signal Gang 782, Melvin H. Allen Chev. 2 ton truck MW-68 used 26 miles @ .05 mi.	1.30	
Section Gang 1, O. C. Malone Motor car used 2 days @ .74 day	1.48	$433.58

FORMS 4967-8, LOCOMOTIVE RENTAL:

May 1954

TE #407, Work Train Service - May 7 Loco 1013 used 1 day @ 79.409 day	79.41

WORK PERFORMED BY OUTSIDE PARTIES:

Feb. 1954 Vo. 407180 - M. J. Goss Motor Co.		35.85	
March 1954 Vo. 432291	"	32.48	
April 1954 Vo. 427842	"	41.00	
May 1954 Vo. 453101	"	33.43	
June 1954 Vo. 467064 446202	"	49.57	
August 1954 Vo. 467064	"	72.01	
Vo. 466964	"	50.32	
September 1954 Vo. 495391	"	40.45	
October 1954 Vo. 490252	"	158.25	
Vo. 504794	"	77.94	
Vo. 500090 - Gibbons & Reed Co. D-8 Car w/dozer		140.00	731.30

MATERIAL RELEASED:

January 1954

F 5321, Teleg. Dept. (TE 211, Mar. 54)
2 ea. butt treated cedar
poles 20 ft. long @ 4.00 ea. $ 8.00

ML

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DIVISION ENGINEER
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√12 ea. bolts, thru 18"	@	.12 ea.√	$ 1.44
√340 lbs. wire, copper line #9		.16 lb.√	54.40

March 1954

F 502-1 #2490, R-283		
√300 ft. SH 2 condr. #6 aerial cable	.37 ft.√	111.00

May 1954

F 502-1 #2816, R-613		
√3 ea. SH porc. strain insulators No. 502	.23 ea.√	.69
√24 ea. SH breakarm bracket, single	1.03 ea.√	24.72
√6 ea. SH 5/8" x 16" galv. thru bolt	.20 ea.√	1.20
√11 ea. SH pole step	.11 ea.√	1.21
√20 ea. SH enameled bridle ring, 1¼" "C"	.09 ea.√	1.80
√3 ea. SH angle thimble eye No. 1100	.37 ea.√	1.11
√12 ea. SH 3 bolt guy clamp	.30 ea.√	3.60
√12 ea. SH double arming bolt No. 9868	.27 ea.	3.24
√2 ea. SH pole box type 1236-100	25.70 ea.√	51.40
√594 ft. SH 7 condr. #14 UG cable	.35 ft.√	207.90
√356 ft. SH 7 condr. #9 UG cable	.10 ft.	35.60
√4 ea. SH 10 ft. 10 pin crossarms	2.34 ea.√	9.36
√2 ea. SH 6 ft. 4 pin crossarms	1.42 ea.√	2.84
√150 ft. Scp. 5/16" guy wire (38#)	.005 lb.	.19

June 1954

F 502-1 #2860, R-496		
√18 ea. SH porc. strain insul. #502A	.21 ea.√	3.78
√2 ea. SH ground bayonet	2.25 ea.√	4.50
√1 ea. SH transp. bayonet	2.25 ea.√	2.25
√18 ea. SH angle thimble eye #1100	.37 ea.√	6.66
√31 ea. SH galv. thru bolt 5/8 x 16"	.19 ea.√	5.89
√51 ea. SH galv. heel bolts 5/8 x 4"	.04 ea.	2.04
√118 ea. SH galv. toe bolts 3/8 x 2½"	.02 ea	2.36

File

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RES. ENGR.
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DIVISION ENGINEER
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20 ea. SH crossarm 6' 4 pin @	1.42 ea.	$ 28.40
√36 ea. SH " 10' 10 pin	2.34 ea.	84.24
116 ea. SH galv. crossarm braces	.19 ea.	22.04
√81 ea. SH top groove insulators	.19 ea.	15.39
570 ea. SH side groove insulators	.07 ea.	39.90
√4 ea. SH 550 V lightning arresters	4.15 ea.	16.60
√32 ea. SH ½" steel pin wood cab	.05 ea.	1.60
√350 ea. SH ½" steel pin spring cab	.05 ea.	17.50
√2 ea. SH plug cut-outs #104227	3.63 ea.	7.26
√1 ea. SH transformer, 1 KVA oil cooled type H.S. 550 volts	22.50 ea.	22.50

July 1954

F 502-1 #3057

√2 ea. SH poles, treated 45'	31.50 ea.	63.00
√1 ea. SH " " 40'	26.25 ea.	26.25

October 1954

F 502-1 #3350, R-1032

√6 ea. SH 30' treated poles	15.75 ea.	94.50
√3 ea. Scp. 35' " "	No value	
√9 ea. SH 10' 10 pin cross arms	2.34 ea.	21.06
√8 ea. Scp. " " " arms	No value	
√11 ea. SH 6' 4 pin crossarms	1.42 ea.	15.62

April 1954

F 502-1 (TE 811, Aug. 55)

√27 ea. insulator porc. strain #502A	.25 ea. √	6.75
√135 ft. aerial cable, 12 condr. #14	.45 ft. √	60.75
√279 ft. aerial cable, 19 condr. #14	.65 ft. √	181.35
√72 ft. aerial cable, 16 condr. #14	.57 ft. √	41.04
√100 ft. moulding, ground wire	.02 ft. √	2.00

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APPROVED DIVISION ENGINEER
Contract 4053

Mlo

Nicropress splicing sleeves for		
32 ea. #6 wire #1-162-J SH @	.19 ea. √	$ 6.08
√ 96 ea. #10 wire #1-102-J	.08 ea. √	7.68
√ 24 ea. #9 wire #2-148-J	.22 ea. √	5.28
√ 91 ea. bolts, heel, galv. #9742	.24 ea. √	21.84
√ 170 ea. bolts, toe, galv. #9742½	.44 ea. √	74.80
√ 114 ea. bridle rings enameled 1¼"	.12 ea. √	13.68
1 √ 1 ea. treated pole, 25'	14.00 ea. √	14.00
1 √ 1 ea. treated pole, 35'	28.00 ea. √	28.00
40 √ 40 ea. treated pole, 30'	21.00 ea. √	840.00
√ 1000 ft. 3/8" guy & messenger cable	.06 ft. √	60.00
√ 160 ea. side groove insulator #19	.24 ea. √	38.40
√ 24 ea. clear glass insulator #510	.15 ea. √	3.60
√ 14 ea. double arming bolts 5/8" x 18"	.36 ea. √	5.04
√ 23 ea. thimble eye angle No. 1100	.42 ea. √	9.66
√ 3 ea. thimble eye straight No. 7519	.75 ea. √	2.25
√ 100 ea. thru bolts galv. 5/8" x 20"	.39 ea. √	39.00
√ 36 ea. thru bolts galv. 5/8" x 16"	.40 ea. √	14.40
√ 42 ea. guy clamps, 3 bolt	.60 ea. √	25.20
√ 132 ea. cable hangers, Davidson 11"	.05 ea. √	6.60
Material released and reused:		
√ 302 ea. SH pins ½" galv. steel #71	.24 ea. √	72.48
√ 6 ea. SH plug cutouts #104227	3.63 ea. √	21.78
√ 1 ea. SH pole box type 1232 small	21.50 ea. √	21.50
√ 4 ea. SH pole box type 1236-100 large	25.70 ea. √	102.80
√ 3 ea. SH transformer 1 KVA oil cooled type HS 550 volt	22.50 ea. √	67.50
√ 6 ea. SH guy clamp, 2 bolt	.19 ea. √	1.14
√ 4 ea. SH copperweld ground rods 5/8" x 6" w/clamps	1.24 ea. √	4.96
√ 20 ea. SH anchor rod with thimble eye	1.50 ea. √	30.00

OK 9-28 1955
RES. ENGR.
APPROVED DIVISION ENGINEER

Mb

20 ea. Scp. Chance 8 S guy anchors (not removed)	@ No value		
163 ea. SH pole steps, Hubbard	.11 ea.	$ 17.93	
4 ea. SH ground bayonet 4'9½"	2.25 ea.	9.00	
3 ea. SH transposition bayonet	2.25 ea.	6.75	
2 sets SH braces #1150-X for 7'9" pole spacing	11.50 set	23.00	
4 ea. SH breakarm brackets	1.03 ea.	4.12	
33 ea. SH " "	1.03 ea.	33.99	
35 ea. SH crossarms 6'	1.42 ea.	49.70	
74 ea. SH crossarms 10'	2.34 ea.	173.16	
170 ea. SH crossarm braces #8028	.19 ea.	32.30	
51 ea. SH insulators, top groove	.19 ea.	9.69	
6 ea. SH arresters 9 LAIDA202	3.45 ea.	20.70	
58 ea. SH pins ½" G.I. wood cab	.24 ea.	13.92	
7 ea. SH anchor rod with thimble eye 5/8" x 6'	1.71 ea.	11.97	
1 ea. treated pole 25'	14.00 ea.	14.00	
7 ea. treated pole, 30'	21.00 ea.	147.00	
6 ea. 8" Bierce anchors (not removed)	No value		
340 ft. 3/8" guy messenger cable	.06 ft.	20.40	
20 ea. side groove glass insulators	.24 ea.	4.80	
8 ea. nicropress sleeves #1-162-J	.19 ea.	1.52	
24 ea. nicropress sleeves #1-102-J	.08 ea.	1.92	
8 ea. nicropress sleeves #2-165-J	.22 ea.	1.76	$3450.23

OK ~~~~ 28 1955
RES. ENGR.
APPROVED DIVISION ENGINEER
Contract #4053

COST TO COMPILE BILL:

Bill Clerk - 132 hrs. @ 1.967159 hr.	259.66		
Bill Examiner - 2 hrs. @ 2.025511 hr.	4.05		
Comp. Operator - 5½ hrs. @ 1.704438 hr.	9.37		
Typist - 8 hrs. @ 1.745284 hr.	13.96	$287.04	
Plus 3% Vacation allowance on 287.04		8.61	
" 6½% RRR & UI Tax on 295.65		19.22	
" 3% Workmens Comp. Ins. on 295.65		8.87	
" 1% Public liability ins. on 295.65		2.96	326.70
TOTAL EXPENSE			$57913.36

Audited 3-11-13-58
See PR-302

* Union Switch & Signal Co. material
D Material shipped direct
1/ Reel discount applied
2/ U.S.&S. discount removed

Mb

To A G Skelton DATE 7/26/55

Herewith 3 copies of UP Co Bill 666728 - for work on 42-92 Ave Sec. Will you please refer to app. R.E. for check and approval

SIGNED Gardner

PLEASE REPLY HERE

To ____________________ DATE ____________

SIGNED ____________

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

NO. 220

Form 2552
2-55-100M

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TEMBER 21, 1955

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Expressway

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1955
OFFICE OF
STATE HIGHWAY ENGINEER

Form 2552
2-55-100M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

SEPTEMBER 21, 1955

(File: D 9016 - 32 - 14)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: 42d - 92d Ave. Section, Banfield Expressway

Attached in quadruplicate is first progressive Railroad Bill No. 666728 dated September 14, 1955 in the amount of $57,913.36, covering the moving of communication lines and engineering and flagging service performed by the Railroad in connection with the captioned subject as provided in the agreement dated December 16, 1953 between the State and the Railroad.

Please examine the bill and if satisfactory place in line for payment.

Yours very truly,

EFKidder

E. F. Kidder,
Division Engineer

enc.

RECEIVED
SEP 23 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon Aug. 25, 1955

STATE OF OREGON

To Union Pacific Railroad Co., Omaha 2, Nebraska, Dr.

Project 42nd - 92nd Ave. Sec., T H Banfield Expressway

Highway Comm. Agreement No. 438

Sub-Division No.

Ry. Company's Agreement No. Audit 83007

Estimate No. 2

Period Covered July 27, 1954 - August 27, 1954

Prefix & Acct. No. 26-1035

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 657258	1,640.35	1,640.35	
715891	2,009.59		2,009.59
Totals	3,649.94	1,640.35	2,009.59
Retained 10 %	364.99	164.04	200.95
Total Payments	3,284.95	1,476.31	1,808.64

Pay This Estimate $ 1,808.64

Computed by ______ Checked by ______

Approved Field Engr. ______ Approved:

Previous Voucher No. ______

Bridge Office Engineer

FORM E30—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 24th, 1955

SUBJECT:

To: Mr. P. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

A GARDNER

Attn: C. A. Gardner

Dear Sir:

I am returning herewith three copies of Union Pacific Bill No. 715891 in the amount of $2009.59, covering the cost of removing the Howard Cooper Corporation spur on the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway. This has been checked carefully by Milton J. Merrin, resident engineer on this project, and has been approved by him and also by myself. You will note a charge for Union Pacific Company's interest in the Howard Cooper Corporation spur tract, for which they have made a charge of $2567.14. This is in accordance with our agreement of December 16, 1953 with the Union Pacific on the 42nd Avenue-92nd Avenue Section, and is shown on page 6, item 4 of this agreement.

Yours very truly,

A. G. Skelton
A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Milton J. Merrin

RECEIVED
AUG 25 1955

1 54 10M

Form 130 A

State of Oregon
Salem, Oregon

BILL NO. 715891
MONTH'S ACCOUNT 7-1955
J.F. DEPT. NO. 5451
DATE MADE 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR cost of removing spur track formerly serving Howard-Cooper Corporation and installing rail displacing frog and cross ties, replacing switch ties for the State of Oregon, East Portland, Oregon. Work performed July 27, 1954 to August 27, 1954. Contract Audit No. 83007, dated December 16, 1953 Work Order 7658-OW.		
Detail attached	2009	59
The records supporting the charges in this bill are located in the Office of the Auditor of Disbursements, Omaha 2, Nebraska.		

OK Aug 22 1955
M. J. Marin RES. ENGR.
APPROVED DIVISION ENGINEER
Ref. 26-1035
contract 4053

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

Bridge Office/Engineer

1 54 100M

Form 130 A

State of Oregon
Salem, Oregon

BILL NO. 715891
MONTH'S ACCOUNT 7-1955
J.F. DEPT. NO. 5451
DATE MADE ____________19____

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

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Detail attached	2009	59
The records supporting the charges in this bill are located in the Office of the Auditor of Disbursements, Omaha 2, Nebraska.		

OK Aug 22 1955
M. J. Merrin
RES. ENGR.
APPROVED
DIVISION ENGINEER
Ret'g 26-1035
contract 4053

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

Bridge Office/Engineer

55

UNION PACIFIC RAILROAD COMPANY

Cost of removing spur track formerly serving Howard-Cooper Corporation and installing rail displacing frog and cross ties replacing switch ties for the State of Oregon, East Portland, Oregon. Work performed July 27, 1954 - August 27, 1954. Contract Audit No. 83007 dated December 16, 1953.

OK Aug 22 1955
RES. ENGR.
APPROVED
DIVISION ENGINEER
26-1035

Work Order 7658 - OW.

LABOR CHARGES:

July 1954 PR #712-2 Signal Taking out Howard Cooper spur account Express Highway - 12 hrs.	@2.105 pr. hr.	25.26 Contract 9053
PR #713-2 Extra Gang #748 Remove track HB to CP including turnout 154.5 track feet		
Material Clerk - 8 hrs.	1.864 pr. hr.	14.91
Track Operators - 4 hrs.	1.745 "	6.98
Laborers - 74 hrs.	1.529 "	113.15
PR #713 Track Section #1 Retire Howard-Cooper Co. Spur Track 184 hrs	1.62211155	298.47
August 1954 Engineering PR #701-1 Removing Cooper Spur HB to CP F. I. Dennis - 1 hr.	480.00 pr.mo.	2.86
PR #717, Track Section #1 Replacing switch ties with track ties Howard Cooper Spur 48 hrs.	1.6195696	77.74
PR #713-2 Other Gangs Loading rail released - Howard Cooper Spur H.B. to C.P. - 1 hr.	2.021 pr. hr.	2.02
1 hr.	1.685 "	1.68
3% Vacation allowance on $543.07		16.29
6¼% RRR & UI Tax Year 1954 on $559.36		36.36
4% Insurance on $559.36		22.37

MATERIAL CHARGES:

August 1954 - Form 4909 #2053 (507)		
63 SH LF #2 plus 130.8# rail - 2747	66.60 NT	91.48
4 SH Pcs. 131# (6) Joint Bars - 244	4.40 CWT	10.74

MLS

Previous Voucher No.__________

Bridge Office Engineer

OK Aug 22 1955
M. J. Mer
RES. ENGR.
APPROVED
DIVISION ENGINEER
26-1035

5

MATERIAL RELEASED:

August 1954 - Form 4909 #2053 (507)		
63 SH LF 130.8# Sampson Stock rail-2747	66.60 NT	91.48 contract 4053
2 SH Pcs. 131# Insulated Joints (6) - 320	4.40 CWT	14.08
Car Rental		
September 1954 Accounts		
Vou. 495391, M. J. Goss Motor Car Used during Aug. 1954		2.28
Work Train Service		
August 1954 - T. E. #707		
Wages of Trainmen and Enginemen		
Trainmen - Picking up scrap rail		7.39
Enginemen " " " "		2.92
3% Vacation allowance on $10.31		.31
6½% RRR & UI Year 1954 on $10.62		.69
4% Insurance on $10.62		.42
Locomotive Rental No. 1035		
9 hrs. 20 min. @ $79.409 per day	92.64	
Less proportion chargeable to removing track C.P. to End of track	78.33	14.31
Charge for U.P.R.R. Co's interest in Howard-Cooper Corporation		2567.14
Less salvage for material released -		
Head Block to Clearance Point		
August 1954 - Form 4909 #2053		
54 Scp. lbs. 1-1/16" x 6" Track bolts-54	@ 1.50 CWT	.81
25 " " " x 5½" " -25	1.50 CWT	.38
34 Scp. pcs. 1-1/8" Spring washers-5	.01 lbs.	.05
430 Scp. lbs. track spikes - 430	1.50 CWT	6.45
15 SH LF Samson stock rail 130.8# 654	66.60 NT	21.78
153.7 SH LF Cl.2 Plus 131# Rail 130.8# - 6701	66.60 NT	223.14
89 SH LF Cl. 2-100# Rail, 101.49# 3011	66.60 NT	100.27
1 SH Pc. 131# Split Switch Comp. 16.5# - 4205	11.00 CWT	462.55
1 SH Pc. 131# Peg leg #10 frog-3523	12.00 CWT	422.76
2 SH Pc. 131# Mang Guard rails - 902	66.60 NT	30.04
1 Scp. Pc. Hi-Star Switch stand 1 Scp. Pc. Connecting rod 6'0-3/4"	1.75 ea.	1.75
4 SH Pcs.131# Frog angle bars 51.4# - 206	4.40 CWT	9.06

MLS

Previous Voucher No.__________

Bridge Office Engineer

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2 SH Pcs. 131# Joint Bars - 122	4.40 CWT	5.37
2 SH Prs. 131# Insulated Joints - 320	4.40 CWT	14.08
2 SH " 131-100# Compr. Jts. - 200	4.40 CWT	8.80
4 SH Pcs. 100# Cont. Jts. 49.1 - 196	4.40 CWT	8.62
1 SH " Retarder - 40	57.50 ea.	57.50
75 SH " 131# Tie plates 16.5-1238	4.00 CWT	49.52
44 SH " 100 Tie plates 11.2 - 493	4.00 CWT	19.72
25 Scp. Pcs. 131# Rail anchors	.02 ea.	.50

Less 15% of cost for handling and and transportation to place of storage — 216.47

Truck Rental
July 1954
Flat dump truck Ford MW-88
2-ton - 10 miles @ .05 mile — .50

Motor Car Rental:
July 1954
Fairmont Motor car R.G. #S-2-1133
22 hrs. @ .74 day — 2.04

Outfit Car Rental
July 1954

8 Outfit cars - 31 days @ 1.016	251.97	
4 Revenue cars 31 days @ 1.016	125.98	
	377.95	

Basis for apportionment:
Gang worked: 5782 hours in month
" 86 " on above
86/5782 = .014873 x 377.95 — 5.62

Compile Bill:

Clerk Time - 4 hrs. @ 2.060833	8.24
Comptometer Clerk - ½ hr. @ 1.785595	.89
Typist - 1 hr. @ 1.828392	1.83
Bill Examiner - 2¼ hr. @ 2.121964	4.77
3% Vacation on $15.73	.47
6¼% RRR & UI Tax Year 1955 on 16.20	1.05
4% Insurance on 16.20	.65

Total Amount of Bill $2009.59

OK Aug 22 1955
M. J. Martin
M.J. Martin RES. ENGR.
APPROVED
DIVISION ENGINEER
26-1035
Contract 4053

Audited 3-11-13.88
no questions
See Comment
FA-302

MLS

Previous Voucher No.__________

Bridge Office Engineer

To Al Skoog DATE 8/17/55

Herewith 3 copies UP bill 715891 covering cost of removing H-C Corp spur on 42-92 Sec. Will you please refer it to [illegible] res. engr for check and approval

SIGNED T Gardner

PLEASE REPLY HERE

To ______________________ DATE ______________

SIGNED ______________________

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

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Form 2552
2-55-100M

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OFFICE OF
STATE HIGHWAY ENGINEER

Previous Voucher No. ______________________

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Bridge Office Engineer

Form 2552
2-55-100M

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UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

AUGUST 12, 1955

(File Ref. D 9016-32-14)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re. 42nd - 92nd Avenue Section
Banfield Expressway, Portland ---

Attached in quadruplicate is Union Pacific Railroad Company bill No. 715891 dated August 9, 1955 in the amount of $2,009.59 covering payment due for removal of Howard-Cooper spur as provided in Section 4(a) Fourth of the construction and easement agreement between the State and the Railroad, dated December 16, 1953.

Please review the bill and if satisfactory place in line for payment.

U

Yours very truly,

E F Kidder

E. F. Kidder,
Division Engineer

encs.

RECEIVED
[illegible] 1955
[illegible]

RECEIVED
AUG 16 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Previous Voucher No.________________________ ________________________
Bridge Office Engineer

Salem, Oregon August 19, 1955

STATE OF OREGON

To Union Pacific Railroad Co., Omaha 2, Nebraska, Dr.

Project 42nd Ave-92nd Ave Sec. T H Banfield Expressway

Highway Comm. Agreement No. 438

Sub-Division No.

Ry. Company's Agreement No. Audit 53007

Estimate No. 1

Period Covered March/Dec., 1954

Prefix & Acct. No. 26-1035

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 657258	1,640.35		1,640.35
Totals	1,640.35		1,640.35
Retained 10 %	164.04		164.04
Total Payments	1,476.31		1,476.31

Pay This Estimate $ 1,476.31

Computed by ____ Checked by ____

Approved Field Engr. ____ Approved:

Previous Voucher No. ____

Bridge Office Engineer

FORM E-30X—37,500—2-55—62987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 26th, 1955

SUBJECT:

To:
Mr. P. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am sending you herewith an approved bill submitted by the Union Pacific Railroad Company, showing the cost for removal of the spur track at the Fred Meyer Warehouse on the T. H. Banfield Expressway.

Under the terms of an agreement dated December 16, 1953 the railroad company was, when advised that no further use of the spur track was required, to remove the track at the expense of the State Highway Department. In addition thereto, as set forth in the agreement, the company was to receive a lump sum of $2,025.08. The cost of removing the spur, plus the lump sum payment, less salvage value of $1,605.83, leaves a balance now due the railroad company of $1,640.35.

This work was anticipated and $80,000.00 to cover it, together with other railroad changes, was provided for in the project authorization. An approved State Force Order, including removal of the spur track, is in the division file. The bill is now being forwarded to you for further handling.

Yours very truly,

F. T. YOUNG
Assistant Division Engineer

FTY:w
Encl.
cc: John Petty

RECEIVED
JUL 27 1955
[illegible] COMMISSION

1-54 100M

Form 130 A

State of Oregon
State Highway Commission
Salem, Oregon

To UNION PACIFIC RAILROAD COMPANY, Dr.

BILL NO. 657258

MONTH'S ACCOUNT 6-1955

J.F. DEPT. NO. 3476

DATE MADE [illegible] 19

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR cost to remove spur track formerly serving the Fifth Ave. Co. (Fred Meyer) near N.E. 47th Ave. at East Portland, Oregon - for the State of Oregon during the period March to December 1954 per Contract Audit No. 83007 dated December 16, 1953. Our Work Order 7657 OW.

Detail attached 1640 35

The records supporting the charges in this bill are located in the Office of the Auditor of Disbursements, Omaha, Nebraska.

DUPLICATE

425

B/C Dept. No. 3476 - State of Oregon

O.K. July 21, 1955
RES. ENGR. John Petty
CAREFULLY CHECKED FOR DUPLICATION
APPROVED
Asst Division Engr.
26-1035 | 279

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Cost to remove spur track formerly serving the Fifth Ave. Co. (Fred Meyer) near N.E. 47th Ave. at East Portland for the State of Oregon during the period March to December 1954 per Contract Audit No. 83007-7 dated December 16, 1953. Our Work Order 7657-OW.

Billed under provisions of General Administrative Memorandum No. 299 and subsequent amendments thereto.

Labor:

March 1954				
PR 712 - Signal Dept.				
Taking out spur trk.	8 hrs. @ 2.105 hr.	16.84		
PR 713 Extra Gang #748				
(Ernest Oaks)				
Retire 155 Trk. Ft. including turnout				
Foreman	8 hrs.@ 354.93 mo.(23 da)	15.43		
Matl. Clk	8 hrs. 313.13 " "	13.61		
Truck Opr.	8 hrs. 1.745 hr.	13.96		
Laborers	208 hrs. @ 1.529 hr	318.03		
Retire 542.5 Trk. Ft.				
Foreman	8 hrs. @ 354.93 mo. "	15.43		
Matl. Clk.	8 hrs. @ 313.13 mo. "	13.61		
Truck Opr.	8 hrs. @ 1.745 hr.	13.96		
Laborers	204 hrs. @ 1.529 hr.	311.92		
August 1954				
PR 713-2, Loco Crane 0293 (G. Jurgens)				
Loading SH Rail Released				
Roadway Equip. Opr.	4 hrs. @ 2.021 hr.	8.08		
" " "	1 hr. @ 3.03 O.T.	3.03		
Rdwy. Equip. Helper	4 hrs. @ 1.685	6.74		
" " "	1 hr. @ 2.53 O.T.	2.53		
TE #707, F-4967-8 (Loco 1035)				
Loading released material				
Trainmen		39.91		
Engineman		22.09	815.17	
3% Vacation allowance on 809.61			24.29	
6½% RRR & UI Tax on 839.46			54.56	
3% Workmans Compensation on 839.46			25.18	
1% Public Liability Ins. on 839.46			8.39	927.59

Material Expense:

March 1954 (4909 (507) #86				
63 LFT SH 130.8 Rail 2747	66.60 NT	91.48		
6 pcs. SH Frog Angle bars 308#	4.40 C#	13.55		

MLS

March 1954 (4909 (507) #84 HB to CP

39 pcs. SH Cross ties	.50 ea.	19.50		
16.5 L Ft SH 130.8 Rail 719#	66.60 NT	23.94		
58 pcs. SH Tie Plates 957#	4.00 C#	38.28		
2 pcs. SH Angle bars 122#	4.40 C#	5.37	192.12	
Plus 5% Handling on 76.70			3.84	195.96

Forms 4967-8 Rental of Equipment:
August 1954, Loading Released Material

Diesel Loco #1035 5 hrs. @ 79.409 day (5/8 da)	49.63	49.63

Forms 1253, Report of Rolling Stock
March 1954
Extra Gang 748, Ernest Oaks
11 Outfit and Revenue cars used
31 days ea. 1.016 pr da 346.46
Total hrs. worked this job - 460
Total hrs. worked during mo. 5472

460/5472 of 346.46	29.12

Material Released
March 1954

63 L Ft SH 130.8# Rail 2747#	66.60 NT	91.48
3 pcs. SH 131# Joints 480#	4.40 C#	21.12

Inventory of Industry Truck Oct. 11, 1954
L. H. Boyd, Asst. Engr. UPRR and Res. Engr.
Ore. State Hiway-HdB to Cl Pt 155.5 ft.

3,421 MBM SH Sw Ties	67.50 MB ft	230.92
27 pcs. Scp. Cross ties	N.C.	
2.055 NT SH 131 Rail	66.60 NT	136.86
1.706 NT SH Rail	66.60 NT	113.62
1.539 NT SH 100# Rail	66.60 NT	102.50
1 ea. SH Star Sw. Stand)	47.00 ea.	47.00
1 ea. SH Connecting Rod)	ea.	
1 ea. SH Sw. Lock	1.10 ea.	1.10
1 ea. SH Piflect Sw. Lamp	13.60 ea.	13.60
1 ea. SH Spl. Sw. 940#	11.00 Cwt	103.40
1 ea. SH Rigid Man Frog 2842#	12.00 Cwt	341.04
1 Set 2 pcs. SH 131# Gd Rails	90.50 ea.	181.00
4 pcs. SH Frog Jt. Bars 61# ea. (244)	4.40 Cwt	10.74
4 pcs. SH Frog Jt. Bars 51.4 (206)	4.40 Cwt	9.06
2 pcs. SH Cont. Jts. 36#(72)	4.40 Cwt	3.17
1 pr. SH Ins. Cont. Jts 96# pr.	4.40 Cwt	4.22
2 pr. SH Armored Ins. Jts.	29.00 pr.	58.00
2 pr. SH Comp Jts. 100# pr. (200)	4.40 Cwt	8.80
22 lb. Scp Track Bolts	1.50 Cwt	.33
68 lb. Scp Track Bolts	1.50 Cwt	1.02

38 pcs. Scp. Spr. Washers 4-3/4#	.01 lb.	.05	
1278 lbs. SH Tie plates	4.00 Cwt	51.12	
437 lbs. SH Tie plates	4.00 Cwt	17.48	
4.20 Cwt Scp Track Spikes	1.50 Cwt	6.30	
1 ea. SH Signal Box Comp	51.90 ea.	51.90	$1605.83
Cost to compile bill			
Bill Clerk	5½ hrs. @ 1.967159	10.82	
Bill Examiner	1-3/4 hrs. @ 2.025511	3.54	
Comp. Operator	3/4 hrs. @ 1.70448	1.28	
Typist	1/2 hrs. @ 1.74528	.87	
Plus 3% Vac. Allowance on 16.51		.50	
6½% RRR & UI Tax on 17.01		1.11	
3% Workmens Compensation on 17.01		.51	
1% Public Liability on 17.01		.17	$18.80

Amount to be paid by the State for railroad interest in track serving Fifth Avenue Co., in accordance with Sub-Paragraph Fourth paragraph (a) Section 4 of agreement dated December 16, 1953. $2025.08

Total Expense $1640.35

Audited 3-11-13.58
no exception
See comment
FA-302

MLS

To John Petty DATE 7/19/55

Herewith 3 copies of UPCo
Bill 657258 - for work at
Fred Meyer Bldg for
check and approval

SIGNED Gardner

COMPANY

PLEASE REPLY HERE

To ________________________ DATE ____________

e

SIGNED ____________

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

Rediform NO. 220

e -
N. E. 92nd Avenue Section, [illegible] d bridge
construction and railroad relocation)

[illegible]

AGREEMENT

Between

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

UNION PACIFIC RAILROAD COMPANY

And

STATE OF OREGON, by and through its State Highway Commission

DATED: December 16, 1953

(Banfield Expressway, N. E. 42nd Avenue - N. E. 92nd Avenue Section, highway and bridge construction and railroad relocation)

THIS AGREEMENT made this 16th day of December, 1953, by and between OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and its lessee UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter collectively called "Railroads"), parties of the first part, and the STATE OF OREGON, by and through its State Highway Commission (hereinafter called "State"), party of the second part,

WITNESSETH:

RECITALS:

1. The State is constructing Banfield Expressway (hereinafter called "Highway") as a limited access state public highway in Multnomah County, Oregon. That part or division of said highway known as the N. E. 42nd to N. E. 92nd Avenue Section will be located within the corporate limits of the City of Portland, parallel with the tracks of the Railroads' main line.

2. As a part of said project the State intends to construct access roadways connecting said highway with N.E. 42nd Avenue and with N. E. Halsey Street near N.E. 82nd Avenue in the City of Portland, and to construct viaducts for said access roadways across the tracks and property of the Railroads, above the grade thereof.

3. To enable passage of said highway under and across N. E. 47th Avenue, N. E. 53rd Avenue, N. E. 60th Avenue, N. E. Halsey Street, N. E. 74th Avenue and N. E. 82nd Avenue in the City of Portland, the State intends to extend (and in case of N. E. 47th Avenue, to replace) existing viaducts spanning Sullivan's Gulch and the tracks of the Railroads' main line; and during the progress of the work referred to in this paragraph the State intends to divert highway traffic from certain of said crossings via temporary crossings as hereinafter provided.

4. For the purposes of said project the State has requested the Railroads to grant the State easements, to exchange property with the State and to consent to relocation of certain railroad facilities, all as hereinafter described; which the railroads are willing to do upon and subject to the terms, provisions and conditions hereinafter stated.

5. This agreement is made pursuant to § 366.335 ORS, for the purpose of granting to the State easements for said highway and of expressing the agreement of the parties with respect to exchange of property and relocation of railroad facilities, and for the purpose of providing for protection of the Railroads and the public and related matters.

NOW, THEREFORE, it is agreed by and between the parties as follows:

Section 1. EASEMENTS GRANTED.

(a) So far as they lawfully may do so, the Railroads hereby grant to the State, subject to each and all of the terms, provisions, conditions, covenants, reservations and exceptions contained in this agreement:

First: An easement to construct and thereafter maintain, repair, renew and use the highway as a state public highway upon and along that certain real property of the Railroads in the City of Portland, County of Multnomah, State of Oregon, described in PART 1 of SCHEDULE B hereto attached and by this reference made a part of this agreement, which said property is represented by outlines of yellow color on Drawing No. 80761 dated December 29, 1953, marked "Exhibit A", attached to this agreement and by this reference made part hereof;

Second. An easement to construct and thereafter maintain, repair, renew and use one public access road connecting said highway with each N. E. 42nd Avenue and N. E. Halsey Street near N. E. 82nd Avenue in the City of Portland, over, upon and across that certain property of the Railroads in the City of Portland, Multnomah County, Oregon, described in PART 2 of said Schedule B and represented on said map Exhibit A by outlines of green color, which access roads shall cross said property of the Railroads and tracks of the Railroads' main line, above the grade thereof, by means of viaducts to be constructed and maintained by the State as hereinafter provided;

Third. An easement to construct, maintain, repair, renew and use one temporary public roadway adjoining and parallel with each N. E. 47th Avenue, N. E. 60th Avenue, N. E. Halsey Street and two temporary public roadways adjoining and parallel with N. E. 82nd Avenue, upon and across the Railroads' property in the City of Portland, Multnomah County, Oregon, in the locations described in PART 3 of said Schedule B and represented on map Exhibit A by outlines of pink color, which said public roadways shall cross said property of the Railroads and tracks of the Railroads' main line, above the grade thereof, by means of viaducts to be constructed, maintained and removed by the State as hereinafter provided. The public roadways referred to in this paragraph Third shall be used only for the purpose of diverting thereover public highway traffic normally using existing viaducts at said N. E. 47th Avenue, N. E. 60th Avenue, N. E. Halsey Street and N. E. 82nd Avenue, during the period while said existing viaducts are undergoing extension or replacement as a part of said Banfield Expressway project, and no longer. Unless sooner terminated as provided in paragraph (c) of this section, the easement referred to in this paragraph Third shall terminate two (2) years from the date of this agreement.

(b) In consideration for the easements granted in paragraph (a) First of this section the State shall and will pay to Union Pacific Railroad Company upon execution and delivery of this agreement, the sum of Twelve Thousand Five Hundred Dollars ($12,500.00), and the State shall and will perform and comply with each and all of the terms, provisions and conditions of this agreement.

(c) The property of the Railroads described in paragraph (a) of this section shall be used by the State only for the purposes aforesaid and not otherwise, and if said property or any part thereof shall permanently cease to be used for the said purposes, or shall be used for purposes unauthorized hereby, then the easements hereby granted as to such property or part thereof shall cease and terminate.

(d) The State shall not use or permit use of the Railroads' property described in paragraph (a) of this section, or any part thereof, except for usual and ordinary purposes of public highways. Said purposes shall not be deemed or construed to include use of said property by the State or others for rail transportation purposes or for the construction or maintenance of gas, oil or gasoline pipe lines; provided that nothing herein shall prevent the Railroads from using or permitting others to use said property for any or all of said purposes. Any lines constructed on the Railroads' property by or under authority of the State, for the purpose of conveying electric power, shall be constructed in accordance with specifications and requirements of the Railroads and in such manner as not to have any adverse effect on the Railroads' communication, control or signal system lines or other facilities.

(e) The Railroads by this section neither grant nor intend to grant any greater estate or right than that hereinbefore described, to-wit, easements for the purposes aforesaid. The easements hereby granted include only the property hereinbefore in this section described and no other property of the Railroads whatsoever, and the State shall not encroach upon, occupy or use any other property of the Railroads than that hereinbefore described, except as hereinafter otherwise provided.

(f) The easements hereby granted shall be and are subject to all encumbrances and all outstanding superior rights, whether public or private, and any extensions and renewals thereof, including, but not by way of limitation, any and all rights for public streets and avenues, and for public utilities, including sewers. The Railroads make no warranty or covenant with respect to said easements.

(g) The State shall and will assume, bear and pay all taxes and assessments of whatsoever kind or nature, whether general, local or special, hereafter during the term of this agreement levied or assessed upon or against the property described in paragraphs (a) First and Second of this section, excepting taxes levied upon and against said property as a component part of the Railroads' operating property in the State of Oregon as a whole.

(h) The Railroads hereby reserve the right to use the property described in this section for any and all purposes not inconsistent with the easements hereby granted, including, but not limited to, the right to construct, maintain, operate, repair, renew and use:

First. Railroad tracks, roadbeds, embankments, fills, excavations, bridges, tunnels, bridge structures, communication and signal wires and supporting poles, and other railroad facilities, whether of a similar or dissimilar kind, within, upon, along and across any and all of the areas described in paragraphs (a) Second and (a) Third of this section, and upon and along those parts of the areas described in paragraph (a) First of this section where highway slope encroachments occur.

Second. Communication, signal and other wires above or below the surface of the highway within the areas described in paragraph (a) First of this section; provided that if said wires shall be located above the surface of the highway, they shall be constructed and maintained with sufficient clearance to avoid interference with normal highway traffic.

Nothing herein contained shall in any way limit the obligation of the State to construct and maintain facilities and to reduce highway slope encroachments as herein elsewhere provided.

Section 2. EXCHANGE OF LANDS.

(a) In exchange for conveyance to the State as hereinafter in this section provided, the State at its own expense will acquire and convey to Oregon-Washington Railroad & Navigation Company, its successors and assigns, fee simple title to that certain real property in the City of Portland, Multnomah County, Oregon, described in PART 4 of said Schedule B and represented on map Exhibit A by green color; together with the railroad facilities to be constructed on said land and on adjoining and adjacent land of Oregon-Washington Railroad & Navigation Company as hereinafter provided. Title to be so conveyed shall be unencumbered except for the right of the City of Portland to maintain and operate the relocated Sullivan's Gulch Sewer on the property conveyed in the location described in Section 4(b) Third of this agreement. Said conveyance shall be made by good and sufficient deed in form and substance satisfactory to the Railroads. The State at its own expense shall also furnish and deliver to the Railroads a title insurance certificate issued by a reliable title insurance company authorized to do business in Oregon and in form and substance satisfactory to the Railroads, insuring vested in Oregon-Washington Railroad & Navigation Company title of the kind above described to all of the property to be conveyed as aforesaid.

(b) In exchange for the property to be conveyed by the State as hereinbefore in this section provided, the Railroads or one of them will convey to the State, its successors and assigns, without warranty or covenant, the right, title and interest of Oregon-Washington Railroad & Navigation Company in and to that certain real property in the City of Portland, Multnomah County, Oregon, described in PART 5 of said Schedule B and represented on map Exhibit A by brown color; subject to any and all encumbrances upon and against said property, except that the Railroads will request the trustee of Oregon-Washington Railroad & Navigation Company's Refunding Mortgage to release said property from the lien thereof. If title insurance or other evidence of title or interest in said property is required by the State, it shall be obtained by the State at its own expense. The State shall reimburse the Railroads for any and all excise taxes (including Federal stamp taxes) on said conveyance and on the easements hereinbefore granted.

(c) The conveyance mentioned in paragraph (b) of this section shall not include railroad facilities or other facilities of the Railroads or either of them or property of any third parties, located upon the lands to be conveyed, and said conveyance shall reserve and be subject to the right to remove the same. Said conveyance shall also contain substantially the following reservations:

> "EXCEPTING from this conveyance and reserving unto Union Pacific Railroad Company, its successors and assigns forever, all minerals and all mineral rights of every kind and character now known to exist or hereafter discovered, including, without limiting the generality of the foregoing, oil and gas and rights thereto, together with the sole, exclusive and perpetual right to explore for, remove and dispose of said minerals by any means or methods suitable to Union Pacific Railroad Company, its successors and assigns, but without entering upon or using the surface of the lands hereby conveyed, and in such manner as not to damage the surface of said lands or to interfere with the use thereof by the grantee, its successors or assigns."

And said conveyance shall be subject to similar reservation in favor of Oregon-Washington Railroad & Navigation Company, its successors and assigns. Said conveyance also shall be subject to the terms and provisions of this agreement.

(d) The said conveyance shall be delivered by the grantors to the grantees thereof simultaneously. Said delivery shall be made within a reasonable time and in any event within six (6) months after completion by the State and acceptance by the Railroads of the relocated railroad facilities to be constructed as herein elsewhere provided.

Section 3. OTHER PROPERTY, FRANCHISES, STREET VACATIONS.

The State without expense to the Railroads shall:

(a) Obtain any and all public authority necessary for the lawful performance of this agreement and execution of said project, including, but not limited to, all necessary consent and approval of the City of Portland;

(b) Acquire any and all property and rights necessary for lawful performance of this agreement and execution of said project, other than the property of the Railroads hereinbefore identified;

(c) Make satisfactory settlements with all parties lawfully occupying or using, or having the right to occupy or use, the Railroads' property hereinbefore identified, and with any and all parties who will be affected by the use of said property for purposes aforesaid, and with industries served by spur tracks located wholly or partly on said property or on adjoining property; and obtain releases and consents from each and all such parties;

(d) Apply for and obtain from the City of Portland in behalf of and in favor of the Railroads, all franchises and permits necessary for construction, maintenance and operation of the Railroads' tracks (including spur tracks) and facilities, so far as said tracks and facilities are relocated, altered or reconstructed pursuant to this agreement;

(e) Apply for and obtain from the City of Portland vacation of those portions of N.E. 49th Avenue, N.E. Oregon Street, N.E. 52nd Avenue, N. E. 91st Avenue, Wasco Street and any other streets, avenues or public places, within the boundaries of the property to be conveyed by the State to Oregon-Washington Railroad & Navigation Company as provided in Section 2 hereof, which property is described in Part 4 of Schedule B and is represented on map Exhibit A by green color. References in said Part 4 to any of said streets or avenues as "vacated" shall not lessen the obligation of the State to convey the property described in said Part 4, whether said conveyance is made before or after such vacation occurs.

The State will furnish the Railroads satisfactory evidence that all necessary public authority and all necessary consent (whether public or private) has been obtained by the State; and the State shall and will hold harmless the Railroads from and against any and all expenses, charges, claims, demands and causes of action on account thereof.

Section 4. REMOVAL AND RELOCATION OF RAILROAD FACILITIES.

(a) In order to accommodate the said highway project the Railroads' facilities shall be removed and relocated at the expense of the State as provided in this section, to-wit:

First. The Railroads' present main track between Railroad Engineer's Station 175 plus 41.53 (near N.E. 44th Avenue) and Railroad Engineer's Station 205 plus 62.78 ES equals 205 plus 80.06 POC (near N.E. 53rd Avenue), represented on map Exhibit A by red line between said points and designated as "Present Main Track", shall be relocated to the position indicated on said map Exhibit A by yellow line between said stations, designated as "Proposed Relocated Main Track"; and to enable said relocation the City of Portland's Sullivan's Gulch Sewer shall be relocated as shown on said map.

Second. Approximately the easterly 400 feet of the Railroads' spur track serving Western Electric Company and approximately the easterly 300 feet of the Railroads' spur track serving Drake and Eagle Lumber Companies (which spur tracks are now located as shown on map Exhibit A) shall be relocated so far as necessary to conform with the aforesaid relocation of main track with which said spurs connect at or near N.E. 47th Avenue.

Third. Approximately 310 feet of said spur track serving Drake and Eagle Lumber Companies shall be lowered to the extent necessary to provide vertical clearance of not less than 19 feet between the top of rail of said spur track and the overcrossing for the aforesaid N.E. 42nd Avenue access road, but elevation of said spur track shall not be lowered at any point more than 3.7 feet below the present grade thereof, and the elevation and gradient of said spur track shall be satisfactory to the Railroads and to the industries served by said track. Throughout said depressed area said track shall be protected by a reinforced concrete retaining wall along the Railroads' northerly right-of-way line.

Fourth. The spur tracks serving Fifth Avenue Company (near N.E. 47th Avenue) and serving Howard-Cooper Corporation (near N.E. 60th Avenue), so far as said spur tracks are located within the present boundaries of the Railroads' property, shall be dismantled and removed, subject to the consent of said industries, which consent shall be obtained by the State without expense to the Railroads. In addition to assuming the expense of removal of the spur tracks mentioned in this paragraph (less salvage from those parts of said spur tracks between switch points and clearance points thereof), the State will pay Union Pacific Railroad Company for the Railroads' interest in said track serving Fifth Avenue Company the sum of $2,025.08 and for the Railroads' interest in said Howard-Cooper Corporation spur the sum of $2,567.14. The amounts stated in this paragraph were arrived at by way of compromise and settlement and do not necessarily represent the full value of the Railroads' interest in said spur tracks, which the Railroads would be entitled to recover in case of condemnation thereof.

Fifth. The Railroads' Montavilla Team Track located near N.E. 82nd Avenue, between approximate Railroad Engineer's Stations 283 plus 70 and 293 plus 80, designated on map Exhibit A as "Montavilla Team Track", shall be removed and shall be replaced by a new team track near N.E. 92nd Avenue substantially in the location indicated on map Exhibit A as "Proposed Montavilla Team Track".

Sixth. The Railroads' present communication lines (comprising poles, wires, and appurtenances) between approximate Railroad Engineer's Stations 166 (near N.E. 41st Avenue) and 311 (near N.E. 88th Avenue) shall be removed from the southerly side of the Railroads' main track, and said communication wires and appurtenances shall be attached to the poles on the northerly side of said main track, supporting the Railroads' signal wires; and necessary alterations, replacements and additions of and to the Railroads' poles and signal facilities shall be made, including, but not limited to, any and all changes therein which may be necessary at overcrossings now existing or hereafter established as contemplated by this agreement.

(b) The State at its own expense shall furnish all material, labor and equipment for, and shall perform and complete to the satisfaction of the Railroads:

First. All necessary grading for the relocation of the Railroads' main track and Montavilla Team Track.

Second. All necessary clearing, grading and surfacing to provide convenient access to said relocated Montavilla Team Track. Said surfacing shall include

N. E. 92nd Avenue between N.E. Halsey Street and said Team Track, also the area represented on map Exhibit A by white dashed outline, and shall be durable and suitable for travel by heavy vehicles.

Third. Relocation of the City of Portland's Sullivan's Gulch Sewer between approximate Railroad Engineer's Stations 187 plus 25 and 201 plus 00, from the location indicated on map Exhibit A by notations "42" Mon. Con. Sewer" and "30" Mon. Con. Sewer" to the location indicated on said map by notations "Relocated 42" Mon. Con. Sewer" and "Relocated 30" Mon. Con. Sewer", and the filling of said sewer as now located between said Engineer's stations; subject to the consent of said City, which consent shall be obtained by the State without expense to the Railroads.

Fourth. Construction of reinforced concrete retaining wall protecting the spur track referred to in paragraph (a) Third of this section; and obtaining of necessary property rights therefor.

Fifth. All other work described in paragraph (a) of this section or incidental thereto (except the work to be performed by the Railroads at the expense of the State as hereinafter provided), and any other or additional work which may become necessary because of or incidental to any of the work described in this section, including, but not by way of limitation, removal, relocation and alteration of any water pipes, gas pipes, electric conduits and other underground facilities.

(c) The Railroads at the expense of the State shall furnish all material, labor and equipment for and shall perform and complete:

First. Construction of relocated main track and Montavilla Team Track between the points mentioned in paragraph (a) of this section, together with all appurtenances thereof, including, but not by way of limitation, ballasting, track and structures; and removal of existing main track and Montavilla Team Track. 719711 & 669982

Second. Grading and reconstruction of relocated and altered portions of Western Electric and Drake and Eagle Lumber Companies' spur tracks and appurtenances thereof, to the extent described in paragraph (a) of this section.

Third. Removal of all those portions of the spur tracks serving Fifth Avenue Company and Howard-Cooper Corporation, located upon property now owned by the Railroads. a on 657258; b on 715891

Fourth. Relocation of Railroads' communication lines, attachment thereof to Railroads' signal lines and necessary alterations, replacements and additions of and to Railroads' poles and signal facilities between the points mentioned in Paragraph (a) of this section. 666728, 669984, 691574, 783413

(d) Either of the parties hereto may perform either with its own forces or by contractors, or partly by one and partly by the other, any or all of the work described in this section to be performed by it. Any references in this agreement to work performed by either party shall include not only work performed by such party with its own forces, but also work performed by contractors for such party.

(e) All work to be performed by the State under this section shall be done, performed and completed in a manner satisfactory to the Chief Engineer of the Railroads or his representative, and in accordance with map Exhibit A and cross-sections thereon, and with detailed plans and specifications prepared by or at the expense of the State and approved by the Railroads (so far as the Railroads deem such plans and specifications necessary), and shall include all facilities necessary or proper for replacement of the Railroads' present facilities and adequate provisions for the Railroads' future facilities between the points hereinbefore mentioned. Any omissions or defects in said work shall be promptly remedied by the State at its own expense or, if remedied by the Railroads, the State shall reimburse the Railroads for the expense thereof. The Railroads shall not be obliged to accept or operate the facilities described in this section until they are in all respects completed in accordance herewith.

(f) The State will pay and bear the expense of all labor, material, equipment and work to be furnished, performed and done by it as in this section provided, and will reimburse the Railroads promptly upon receipt of bills, for the expense of all labor, material, equipment and work to be furnished, performed and done by the Railroads at the expense of the State as in this Section provided, less the reasonable net salvage value of usable material in the existing Montavilla Team Track and in those portions between switch points and clearance points of the spur tracks serving Fifth Avenue Company and Howard-Cooper Corporation to be removed by the Railroads as herein elsewhere provided. The bills rendered by the Railroads to the State shall include, but not by way of limitation, expense of all material, supplies and labor furnished by the Railroads, rental of equipment, amounts paid to any contractor or contractors, transportation of materials and equipment, amount of any and all taxes and charges by Federal, State and local government, based on payrolls, (including, but not limited to, railroad retirement taxes), vacation allowances and overhead customarily charged by the Railroads.

(g) The State, without expense to the Railroads, shall furnish the Railroads upon completion of the work described in this section, with full data concerning costs, quantities and classes of material entering into the work performed by the State and all other data reasonably necessary for completion of the Railroads' records.

Section 5. CONSTRUCTION OF HIGHWAY AND CROSSINGS.

(a) The State at its own expense and without expense to the Railroads shall and will furnish all labor, material and equipment necessary for and shall:

First. Construct the highway and all appurtenances thereof, in the location and at the elevations indicated on map Exhibit A and insets thereon.

Second. Construct access road overcrossings connecting with N.E. 42nd Avenue and with N. E. Halsey Street near N.E. 82nd Avenue, referred to in Section 1(a) Second of this agreement, in accordance with plans and specifications to be prepared by and at the expense of the State and approved by the Railroads before commencement of the work. Said crossing structures shall provide openings and clearances satisfactory to the Railroads' Chief Engineer.

Third. Construct and remove the temporary overcrossings at N.E. 47th Avenue, N.E. 60th Avenue, N.E. Halsey Street and N.E. 82nd Avenue, referred to

(e) All work to be performed by the State under this section shall be done, performed and completed in a manner satisfactory to the Chief Engineer of the Railroads or his representative, and in accordance with map Exhibit A and cross-sections thereon, and with detailed plans and specifications prepared by or at the expense of the State and approved by the Railroads (so far as the Railroads deem such plans and specifications necessary), and shall include all facilities necessary or proper for replacement of the Railroads' present facilities and adequate provisions for the Railroads' future facilities between the points hereinbefore mentioned. Any omissions or defects in said work shall be promptly remedied by the State at its own expense or, if remedied by the Railroads, the State shall reimburse the Railroads for the expense thereof. The Railroads shall not be obliged to accept or operate the facilities described in this section until they are in all respects completed in accordance herewith.

(f) The State will pay and bear the expense of all labor, material, equipment and work to be furnished, performed and done by it as in this section provided, and will reimburse the Railroads promptly upon receipt of bills, for the expense of all labor, material, equipment and work to be furnished, performed and done by the Railroads at the expense of the State as in this Section provided, less the reasonable net salvage value of usable material in the existing Montavilla Team Track and in those portions between switch points and clearance points of the spur tracks serving Fifth Avenue Company and Howard-Cooper Corporation to be removed by the Railroads as herein elsewhere provided. The bills rendered by the Railroads to the State shall include, but not by way of limitation, expense of all material, supplies and labor furnished by the Railroads, rental of equipment, amounts paid to any contractor or contractors, transportation of materials and equipment, amount of any and all taxes and charges by Federal, State and local government, based on payrolls, (including, but not limited to, railroad retirement taxes), vacation allowances and overhead customarily charged by the Railroads.

(g) The State, without expense to the Railroads, shall furnish the Railroads upon completion of the work described in this section, with full data concerning costs, quantities and classes of material entering into the work performed by the State and all other data reasonably necessary for completion of the Railroads' records.

Section 5. CONSTRUCTION OF HIGHWAY AND CROSSINGS.

(a) The State at its own expense and without expense to the Railroads shall and will furnish all labor, material and equipment necessary for and shall:

First. Construct the highway and all appurtenances thereof, in the location and at the elevations indicated on map Exhibit A and insets thereon.

Second. Construct access road overcrossings connecting with N.E. 42nd Avenue and with N. E. Halsey Street near N.E. 82nd Avenue, referred to in Section 1(a) Second of this agreement, in accordance with plans and specifications to be prepared by and at the expense of the State and approved by the Railroads before commencement of the work. Said crossing structures shall provide openings and clearances satisfactory to the Railroads' Chief Engineer.

Third. Construct and remove the temporary overcrossings at N.E. 47th Avenue, N.E. 60th Avenue, N.E. Halsey Street and N.E. 82nd Avenue, referred to in Section 1(a) Third of this agreement, in accordance with plans and specifications to be prepared by and at the expense of the State and approved by the Railroads before commencement of the work. Said crossing structures shall provide openings and clearances satisfactory to the Railroads' Chief Engineer.

Fourth. Reconstruct the present viaduct at N.E. 47th Avenue in accordance with plans and specifications to be prepared by and at the expense of the State and approved by the Railroads before commencement of the work. Said crossing structure shall provide openings and clearances satisfactory to the Railroads' Chief Engineer.

Fifth. Make all necessary changes in and extensions of existing viaducts and approaches thereto at N.E. 53rd Avenue, N.E. 60th Avenue, N.E. Halsey Street, N.E. 74th Avenue and N.E. 82nd Avenue, but those portions of said viaducts now located over and across the tracks and property of the Railroads shall not be altered without the Railroads' written consent.

Sixth. Remove the existing pedestrian bridge of the City of Portland at N. E. 42nd Avenue, after obtaining the consent of said City to such removal.

(b) The construction work to be performed by and at the expense of the State as provided in paragraph (a) First of this section shall include besides the highway and slopes thereof but not by way of limitation, necessary and proper metal guard rails or barriers between the highway and tracks of the Railroads, which guard rails or barriers shall be of suitable design and size and adequate to confine highway traffic; necessary and proper facilities for drainage of the highway and disposal of such drainage so that water will not collect on or near the Railroads' property or elsewhere where such water might cuase damage to railroad facilities. All construction work to be performed by the State as provided in this section (whether within or outside of the Railroads' property) shall be completed in a safe, stable and (except temporary facilities) permanent condition, so as not to jeopardize or interfere with present or future railroad operations.

(c) As a further material consideration for the easement granted by the Railroads to the State upon the property described in Part 1 of Schedule B, the State covenants and agrees that whenever in the judgment of the Railroads it shall become necessary to use or occupy for railroad purposes the property described in said Part 1, the State without expense to the Railroads will promptly upon receiving written notice from the Railroads so to do, reduce to a width not exceeding twenty (20) feet the encroachment of the highway slopes upon the property described in said Part 1, at any and all places where the width of encroachment described in said Part 1 exceeds twenty (20) feet. The method of such reduction shall be determined by the State, subject to approval of the Railroads; provided that any such reduction of encroachment between approximate Railroad Engineer's Stations 183 plus 25 and 192 plus 00 (in the vicinity of N.E. 47th Avenue) shall be accomplished by means of reinforced concrete retaining wall in substantially the location indicated by notations "Future Wall" on map Exhibit A, which wall shall be constructed in accordance with design prepared by the State and approved by the Railroads before construction thereof.

Insofar as it may lawfully do so
(d) /The State will indemnify and hold harmless the Railroads against any claim or demand by the City of Portland for any expense of or incidental to changes, alterations, extensions, removal or reconstruction of existing viaducts, sewers or

other facilities of said City. Nothing in this agreement shall release the City of Portland from any obligations under any existing contract or contracts or otherwise, relating to all or any of said viaducts, sewers or other facilities.

Section 6. DILIGENCE IN PROSECUTION OF WORK.

(a) The work to be performed by the State under the preceding sections of this agreement shall be performed and completed with reasonable diligence and in any event within two (2) years from the date of this agreement. No part of said work shall be suspended, discontinued or unduly delayed without the Railroads' written consent and subject to such reasonable conditions as the Railroads may specify.

(b) It is understood that the Railroads' tracks at and in the vicinity of the project will be in constant use during progress of the work, and that movement or stoppage of trains, engines and cars may cause delays to the State and its contractors. The State hereby assumes the risk of any and all such delays and will require its contractors to do likewise, and the State and its contractors shall and do release and agree to hold harmless the Railroads for any and all loss or damage resulting from such delays.

Section 7. MAINTENANCE.

(a) The State at its own expense shall and will keep and maintain in good condition and repair so as not to jeopardize or interfere with present or future railroad facilities or operations:

First. The highway and all appurtenances thereof;

Second. The access road overcrossings connecting with N.E. 42nd Avenue and with N. E. Halsey Street near N.E. 82nd Avenue;

Third. The temporary overcrossings at N.E. 47th Avenue, N.E. 60th Avenue, N.E. Halsey Street and N.E. 82nd Avenue; and

Fourth. Any and all drainage facilities and retaining walls constructed by the State.

(b) Except as herein provided, the Railroads at their own expense will maintain the relocated railroad facilities to be constructed by the State at its expense and by the Railroads at the expense of the State, as provided in Section 4 of this agreement. It is understood and agreed that during a period of five (5) years following completion of said relocated facilities the expense of maintaining them will be greater than normal because of settlement and subsidence. Therefore the State agrees that during and for said period the State will pay the Railroads the expense of maintaining said relocated facilities in so far as said expense exceeds normal maintenance expense heretofore experienced by the Railroads with respect to their present railroad facilities between the termini of said relocations.

(c) The State will arrange with the City of Portland for maintenance by said City, without expense to the Railroads, of all viaducts, sewers and other facilities of said City, altered, extended, reconstructed, relocated or replaced as part of the aforesaid project. The State will indemnify and hold harmless the Railroads from any expense thereof.

Section 8. OTHER WORK TO BE DONE BY RAILROADS.

(a) Besides other work to be done by the Railroads at the expense of the State as herein elsewhere provided, the Railroads may make any and all changes, alterations or relocations, either temporary or permanent, which in their judgment may become necessary because of construction and maintenance by the State of the highway and appurtenances thereof or because of any other work to be performed by the State as provided in this agreement, and the State will reimburse the Railroads for the expense of so doing. Such reimbursement shall include all items of expense reimbursable under United States Public Roads Administration General Memorandum No. 299 and amendments and supplements thereto, and bills for such reimbursement shall be paid at the times and in the manner provided therein.

(b) During the progress of the work contemplated by this agreement the Railroads at the expense of the State shall furnish such engineering, inspection, watchman and flagman service as may in the judgment of the Railroads be necessary for protection of their property and operations during the progress of such work, and the State will reimburse the Railroads therefor.

(c) In the event any inspector or inspectors are assigned to the project by the Railroads, all suggestions and recommendations made by such inspector or inspectors for the safety and protection of railroad property and operations shall be given due consideration by the State; but the presence of such inspector or inspectors shall not relieve the State from responsibility for safe conduct of said work and adequate policing and supervision thereof.

Section 9. SAFETY MEASURES. All work of the State contemplated by this agreement (whether within or outside of railroad property) shall be performed and accomplished without interruption to or delay of the business or operations of the Railroads or any other party or parties lawfully occupying railroad property, and without interruption to or delay of continuous railroad traffic. It is understood and recognized that safety and continuity of railroad operations and communications are of the utmost importance, and in order that same may be adequately safeguarded, protected and assured, and in order that accidents may be prevented and avoided, it is agreed with respect to all of said work of the State (whether within or outside of railroad property) that:

(a) The State shall not do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay the maintenance or operation of the Railroads' tracks or facilities or any signal or communication lines or appurtenances of any thereof.

(b) The State, at its own expense, shall adequately police and supervise all work to be performed by it; shall regulate the conduct thereof in such manner that the prosecution thereof will not endanger, interfere with, hinder or delay the business or operations of the Railroads or other parties lawfully occupying railroad property, and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroads or such other parties may be responsible, or to property of the Railroads or such other parties.

(c) If at any time the Railroads and the Chief Engineer of the Oregon State Highway Commission or their respective representatives, shall be of the opinion that any work of the State contemplated by this agreement is being or is about to be done or prosecuted without due regard and precaution for safety and security, the State shall cause such work to be suspended until suitable, adequate and proper protective measures are adopted and provided.

(d) The State shall not suffer or permit debris incidental to the construction or maintenance of the highway or any other work to be done by the State as herein provided, to foul the drainage ditches, ballast or roadbed of the Railroads, and if such debris is cast thereon, the State shall immediately remove same at its own expense.

(e) The State shall not place or discharge explosives upon railroad property or in such close proximity thereto as to cause injury or damage to facilities or operations thereon. If the State uses any explosives in the vicinity of railroad property or operations, the said explosives shall be discharged only after the giving of adequate notice to the Railroads and at such times as will not endanger railroad property and operations. Without limiting the foregoing, it is agreed that the State shall not discharge any explosives in the vicinity of the railroad tracks at any time when in the judgment of the Railroads such discharge would be dangerous or would interfere with railroad operations. With respect to any blasting in the vicinity of the Railroads' tracks the State, at its own expense, shall take all measures and precautions necessary to guard and protect the Railroads' facilities against danger of damage, destruction or interference.

(f) The State shall not place any combustible material upon or about the premises of the Railroads, nor (except as herein provided) erect any structure thereon, nor cause or permit the view along the tracks of the Railroads to be obstructed.

(g) The State shall not create or maintain any clearance impairments along the Railroads' tracks except those specifically approved by the Railroads and authorized by the Public Utilities Commissioner of Oregon.

(h) If the State finds it necessary to excavate from existing slopes adjacent to the tracks of the Railroads or to create new slopes in the performance of any work contemplated hereby, the State shall so excavate from existing slopes and construct new slopes that the ptich of same shall not be excessive, nor create undue hazards of slides or falling material.

(i) The State shall not cast any earth, rock, debris or other material or thing upon the property of the Railroads.

(j) Before commencing work the State shall give reasonable notice of the time when such work shall commence, to the Superintendent of the Railroads, and shall cooperate with the Railroads in every reasonable way for the adequate protection of railroad facilities and operations during the progress of the work.

(k) References in this section to work and operations of the State shall mean and include all such work and operations, whether done by the State with its own forces or by contractors or subcontractors.

Section 10. INJURY AND DAMAGE.

Insofar as it may lawfully do so

(a) /The State will reimburse the Railroads as part of the expense of the work contemplated by this agreement, for any expense incurred by the Railroads because of: (1) injury to or death of their officers, agents, employees, passengers or others, or (2) damage to or destruction of their property or property in their custody or other property, caused by the State or its contractors, subcontractors, agents or employees, in the performance of any work contemplated by this agreement.

(b) If the State or its contractors, subcontractors, agents or employees, shall in the performance of any work contemplated by this agreement, injure, damage or destroy any property of the Railroads or of any other corporation, person or firm lawfully occupying property of the Railroads, the State shall restore or replace such damage at its own cost and expense, insofar as it may lawfully do so.

Section 11. INSURANCE.

(a) Before work is commenced, the State without expense to the Railroads shall furnish and deliver to the Railroads, or shall require each of its contractors to furnish and deliver to the Railroads, a public liability and property damage insurance policy or policies in favor of the Railroads; and the State without expense to the Railroads, at all times during the progress of and until final completion of the project, shall keep and maintain, or cause its contractors to keep and maintain, such policy or policies in full force and effect.

(b) Said public liability insurance shall provide for a limit of not less than Two Hundred Thousand Dollars ($200,000) for all damages arising out of bodily injuries to or death of one person and, subject to that limit for each person, a total limit of Four Hundred Thousand Dollars ($400,000) for all damages arising out of bodily injuries to or death of more than one person in any one occurrence. Said property damage insurance shall provide for a limit of not less than Two Hundred Thousand Dollars ($200,000) for all damages arising out of injury to or destruction of property in any one occurrence and, subject to that limit, a total or aggregate limit of Four Hundred Thousand Dollars ($400,000) for all damages arising out of injury to or destruction of property during the period of work.

(c) The terms "person" or "persons" as herein used include employees and passengers of the Railroads as well as other persons, and the term "property" as herein used includes as well as other property, property owned by and property in the care, custody or control of the Railroads.

(d) Each such insurance policy shall be issued by a reliable insurer authorized to do business in the State of Oregon and satisfactory to the Railroads, and each such policy shall be in form and substance satisfactory to the Railroads. Said policy or policies shall be delivered to and remain in the possession of the Railroads.

(e) With respect to the work to be performed by the Railroads as herein provided, the Railroads shall have the right to obtain, at the expense of the State, insurance protection similar to that provided for in Federal Works Program General Memorandum No. 32 dated January 27, 1937.

Section 12. DISTURBANCE OF STABILITY. As a material consideration for this agreement, the State agrees that it will not do or cause to be done in the performance of any work contemplated hereby, anything which will or may disturb the stability of any area so as to affect adversely the tracks or facilities of the Railroads, and that if such stability shall be disturbed through the activity of the State or its contractors or others acting under its authority, the State shall assume full responsibility therefor and all expense resulting therefrom, and shall indemnify and hold harmless the Railroads and any other corporation, person, or firm lawfully occupying their property, from and against any and all loss, cost, damage, expense and liability resulting therefrom.

Section 13. DEFAULT. If the State shall fail, refuse or neglect to do, keep, observe and perform each and all of the terms, provisions, conditions and covenants of this agreement, the Railroads in addition to any other rights and remedies they may have, may perform any work which in the judgment of the Railroads is necessary to place said highway, slopes and appurtenances in such condition as will not menace, endanger or interfere with railroad facilities or operations or jeopardize railroad passengers or employees; and the State will reimburse the Railroads for the expense thereof.

Section 14. NO PERSONAL LIABILITY. Nothing contained in this agreement shall ever be held to impose any personal financial responsibility upon any member of the Oregon State Highway Commission, or their officers, agents or employees. (SEAL)

Section 15. SUCCESSORS AND ASSIGNS. This agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first herein stated.

OREGON-WASHINGTON RAILROAD & (SEAL)
NAVIGATION COMPANY,
UNION PACIFIC RAILROAD COMPANY

By A. E. STODDARD
President

Attest:

L. J. BACHMAN
Assistant Secretary

STATE OF OREGON, by and through (SEAL)
its State Highway Commission

APPROVED:

W. C. WILLIAMS
Deputy State Highway Engineer

By BEN R. CHANDLER
Chairman

APPROVED AS TO FORM:

By __________
Commissioner

C. W. ENFIELD
Chief Counsel

By M. K. McIVER
Commissioner

J. W. DeSOUZA
Assistant Counsel

Attest:

FLOYD QUERY
Asst. Secretary

SCHEDULE B

Descriptions

Part 1 - Easement from Railroads to State for encroachments of Banfield Expressway (outlined yellow on map Exhibit A):

Parcel No. 1

A strip of land 5 feet wide situated in the E. B. Davidson Donation Land Claim in Section 36, Township 1 North, Range 1 East of the Willamette Meridian, in Multnomah County, Oregon, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company that lies between lines parallel with and 45 and 50 feet distant southwesterly, respectively, measured at right angles, from the center line of the main track of said Railroad Company as now constructed and operated, and extending southeasterly from a straight line drawn at right angles to said center line of main track at Railroad Survey Station 166 plus 20 to a straight line drawn at right angles to said center line of main track at Railroad Survey Station 167 plus 70.

Parcel No. 2

A parcel of land situated in the E. B. Davidson Donation Land Claim in Section 36, Township 1 North, Range 1 East and in Section 31, Township 1 North, Range 2 East of the Willamette Meridian, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company described as follows:

Beginning at a point in the southerly right of way line of said Railroad Company that is 50 feet distant southwesterly, measured at right angles, from said center line of main track at Railroad Survey Station 169 plus 70;

thence northeasterly at right angles to said center line of main track a distance of 15 feet;

thence southeasterly along a straight line parallel with and 35 feet distant southwesterly, measured at right angles, from said center line of main track, to a point opposite Railroad Survey Station 172 plus 20;

thence southwesterly at right angles a distance of 5 feet;

thence southeasterly along a straight line parallel with and 40 feet distant southwesterly, measured at right angles, from said center line of main track, to a point opposite Railroad Survey Station 173 plus 20;

thence southwesterly at right angles a distance of 3 feet;

thence southeasterly along a straight line parallel with and 43 feet distant southwesterly, measured at right angles, from said center line of main track, to a point opposite Railroad Survey Station 174 plus 41;

thence northeasterly at right angles a distance of 5 feet;

thence southeasterly along a line parallel with and 38 feet distant southwesterly, measured at right angles and/or radially, from said center line of main track, to a point opposite Railroad Survey Station 176 plus 20;

thence southwesterly along a straight line drawn radially to said center line of main track, a distance of 12 feet, more or less, to a point in said southerly right of way line;

thence northwesterly along said southerly right of way line which is parallel with and 50 feet distant southerly, measured at right angles, from the tangent portion of said center line of main track, and said tangent produced southeasterly, to the point of beginning.

Parcel No. 3

A parcel of land situated in the E. B. Davidson Donation Land Claim in Section 31, Township 1 North, Range 2 East of the Willamette Meridian, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company described as follows:

Beginning at a point in the southerly right of way line of said Railroad Company that is 50 feet distant southwesterly, measured radially, from the center line of the original main track of said Railroad Company as formerly constructed and operated, at a point opposite Railroad Survey Station 179 plus 60 in the center line of the present main track as now constructed and operated;

thence southeasterly along said southerly right of way line which is parallel with and 50 feet distant southwesterly, measured radially, from said center line of original main track as formerly constructed and operated, to a point in the west line of N. E. 47th Avenue;

thence north along said west line to a point thereon that is 24 feet distant northeasterly, measured radially, from said southerly right of way line;

thence northwesterly along a line concentric with said southerly right of way line to a point opposite Railroad Survey Station 185 plus 85 in said center line of present main track;

thence southwesterly along a line drawn radially to said southerly right of way line, a distance of 2 feet;

thence northwesterly along a line concentric with and 22 feet northeasterly from said southerly right of way line, to a point opposite Railroad Survey Station 185 plus 35 in said center line of present main track;

thence southwesterly along a line drawn radially to said southerly right of way line, a distance of 7 feet;

thence northwesterly along a line concentric with and 15 feet northeasterly from said southerly right of way line, to a point opposite Railroad Survey Station 184 plus 80 in said center line of present main track;

thence southwesterly along a line drawn radially to said southerly right of way line, a distance of 3 feet;

thence northwesterly along a line concentric with and 12 feet northeasterly from said southerly right of way line, to a point opposite the point of beginning of this parcel;

thence southwesterly along a line drawn radially to said southerly right of way line, a distance of 12 feet to the point of beginning.

Parcel No. 4

A strip of land 20 feet wide situated in the E. B. Davidson Donation Land Claim in Section 31, Township 1 North, Range 2 East of the Willamette Meridian, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company that lies between lines parallel with and 30 feet and 50 feet distant southwesterly, respectively, measured at right angles and/or radially, from the hereinafter described center line of proposed Railroad Company right of way, and extending southeasterly from the east line of N.E. 47th Avenue to the west line of N.E. 53rd Avenue.

Also, a strip of land 3 feet wide lying northerly of and contiguous to the northeasterly boundary line of the above described 20 foot strip of land, and extending northwesterly from the west line of N.E. 53rd Avenue to a line drawn radially to the center line of proposed relocated main track of said Railroad Company at Railroad Survey Station 199 plus 30 thereon.

Said center line of proposed Railroad Company right of way (which line is not entirely identical with the center line of proposed relocated main track), being described as follows:

Commencing at the point of intersection of the center line of N.E. Multnomah Street with the center line of N.E. 47th Avenue;

thence northwesterly along a straight line which forms an angle of 65°04'25" from north to west with said center line of N.E. 47th Avenue, a distance of 172.38 feet to a point in the center line of the present main track of said Railroad Company, as now constructed and operated, at Railroad Survey Station 184 plus 13.37, which point is the true point of beginning of the center line of Railroad Company right of way hereby described;

thence southeasterly along a U.P. 45 M.P.H. spiral curve to the right, having eight 30 foot chords and one 6 foot chord, through an angle of 3°46'48", tangent at its point of beginning to a line which forms an angle of 16°10' 39" from southeast to south with the last described straight line, a distance of 246 feet;

thence southeasterly along a straight line, tangent at its point of beginning to the last described spiral curve, a distance of 864.51 feet;

thence southeasterly along a U.P. 45 M.P.H. spiral curve to the left, having eleven 30 foot chords, through an angle of 6°36', tangent at its point of beginning to the last described straight line, a distance of 330 feet;

thence southeasterly along a curve to the left having a radius of 1432.69 feet, a distance of 648.90 feet;

thence easterly along a U.P. 45 M.P.H. partial spiral curve to the left, having two 30 foot chords, through an angle of 2°06', a distance of 60 feet to a point in the center line of said present main track at Railroad Survey Station 205 plus 80.06 thereon, said point being located 540.38 feet distant southeasterly from the intersection of the center line of N.E. 52nd Avenue with the center line of N.E. Oregon Street, measured along a straight line which forms an angle of 28°16'01" from south to east with said center line of N.E. 52nd Avenue;

thence easterly along the center line of said present main track, which is a curve to the left having a radius of 1910.08 feet, a distance of 60 feet, more or less, to a point on the center line of N.E. 53rd Avenue.

Parcel No. 5

A parcel of land situated in the E. B. Davidson Donation Land Claim in Section 31, Township 1 North, Range 2 East of the Willamette Meridian, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company described as follows:

Beginning at a point in the east line of N.E. 53rd Avenue that is 50 feet distant southerly, measured radially, from the center line of the original main track of said Railroad Company as formerly constructed and operated;

thence easterly along the original southerly right of way line of said Railroad Company which is a line parallel with and 50 feet distant southerly, measured radially, from said center line of original main track to a point opposite Railroad Survey Station 216 plus 25 in the center line of the present main track of said Railroad Company as now constructed and operated;

thence northwesterly along a line drawn radially to said southerly right of way line, a distance of 26 feet;

thence southwesterly along a line concentric with said southerly right of way line to a point opposite Railroad Survey Station 213 plus 25 in said center line of present main track;

thence southerly along a line drawn radially to said southerly right of way line, a distance of 6 feet;

thence westerly along a line concentric with and 20 feet northerly of said southerly right of way line, to a point opposite Railroad Survey Station 208 plus 50 in said center line of present main track;

thence northerly along a straight line drawn radially to said southerly right of way line, a distance of 3 feet;

thence westerly along a line concentric with and 23 feet northerly of said southerly right of way line, to a point in the east line of N.E. 53rd Avenue;

thence south along said east line to the point of beginning.

Parcel No. 6

A strip of land 5 feet wide situated in the E. B. Davidson Donation Land Claim and the N. D. Gilham Donation Land Claim in Section 31, Township 1 North, Range 2 East of the Willamette Meridian, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company described as follows:

Beginning at a point in the southerly right of way line of said Railroad Company that is 50 feet distant southeasterly, measured at right angles, from the center line of the original main track of said Railroad Company as formerly constructed and operated at a point opposite Railroad Survey Station 222 plus 90 in the center line of the present main track of said Railroad Company as now constructed and operated;

thence northeasterly along said southerly right of way line which is a straight line parallel with and 50 feet distant southeasterly, measured at right angles, from said center line of original main track as formerly constructed and operated, to a point opposite Railroad Survey Station 230 plus 50 in said center line of present main track;

thence northwesterly at right angles a distance of 5 feet;

thence southwesterly at right angles to a point opposite the point of beginning of this parcel;

thence southeasterly at right angles to said southerly right of way line, a distance of 5 feet to the point of beginning.

Excepting therefrom all that part thereof that lies within the limits of N. E. 60th Avenue.

Parcel No. 7

A parcel of land situated in the N. D. Gilham Donation Land Claim in Section 32, Township 1 North, Range 2 East of the Willamette Meridian, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company described as follows:

Beginning at a point in the southerly right of way line of said Railroad Company that is 43.5 feet distant southeasterly, measured at right angles, from the center line of the present main track of said Railroad Company as now constructed and operated at Railroad Survey Station 236 plus 50 thereon;

thence northeasterly along said southerly right of way line which is a straight line parallel with said center line of present main track, to a point in the south line of N.E. Halsey Street;

thence west along said south line to a point thereon that is 28.5 feet distant southeasterly, measured at right angles, from said center line of present main track;

thence southwesterly along a straight line parallel to said center line of present main track, to a point opposite Railroad Survey Station 251 plus 00 thereon;

thence southeasterly at right angles a distance of 5 feet;

thence southwesterly at right angles to a point opposite Railroad Survey Station 250 plus 50;

thence southeasterly at right angles a distance of 5 feet;

thence southwesterly at right angles to a point opposite said Railroad Survey Station 236 plus 50;

thence southeasterly at right angles a distance of 5 feet to the point of beginning.

Excepting therefrom all that part thereof that lies within the limits of N.E. 65th Avenue.

Parcel No. 8

A parcel of land situated in the S 1/2 of Section 29, Township 1 North, Range 2 East of the Willamette Meridian, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company described as follows:

Beginning at the point of intersection of the north line of N. E. Halsey Street with the southerly right of way line of said Railroad Company which point is 50 feet distant southeasterly, measured at right angles, from the center line of the original main track of said Railroad Company, as formerly constructed and operated;

thence northeasterly along said southerly right of way line which is parallel with and 50 feet distant southeasterly, measured at right angles and/or radially, from said center line of original main track to a point in the west line of N.E. 74th Avenue;

thence north along said west line to a point thereon that is 40 feet distant southerly, measured radially, from said center line of original main track;

thence southwesterly along a line concentric with said center line of original main track, to a point opposite Railroad Survey Station 264 plus 20, in the center line of the present main track of said Railroad Company as now constructed and operated;

thence southeasterly along a line drawn radially to said center line of original main track, a distance of 3 feet;

thence southwesterly along a line concentric with and 43 feet southeasterly from said center line of original main track, to a point opposite Railroad Survey Station 261 plus 10 in said center line of present main track;

thence northwesterly along a line drawn radially to said center line of original main track, a distance of 3 feet;

thence southwesterly along a line parallel with and 40 feet distant southeasterly, measured at right angles and/or radially, from said center line of original main track, to a point opposite Railroad Survey Station 258 plus 50 in said center line of present main track;

thence northwesterly along a straight line drawn at right angles to said center line of original main track, a distance of 5 feet;

thence southwesterly along a straight line parallel with and 35 feet southeasterly from said center line of original main track, to a point in the north line of N.E. Halsey Street;

thence east along said north line to the point of beginning.

Parcel No. 9

A parcel of land situated in the S 1/2 of Section 29, Township 1 North, Range 2 East of the Willamette Meridian, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company described as follows:

Beginning at the point of intersection of the east line of N.E. 74th Avenue with the southerly right of way line of the Oregon-Washington Railroad & Navigation Company which is a point 50 feet distant southerly, measured radially, from the center line of the original main track of said Railroad Company as formerly constructed and operated;

thence easterly and southeasterly along a line which is parallel with and 50 feet distant southerly and southwesterly, measured at right angles and/or radially, from said center line of original main track, to a point in the west line of N.E. 82nd Avenue;

thence north along said west line to a point thereon that is 30 feet distant southwesterly, measured at right angles, from the center line of the present main track of said Railroad Company as now constructed and operated;

thence northwesterly along a straight line parallel with said center line of present main track, to a point opposite Railroad Survey Station 292 plus 50 thereon;

thence southwesterly at right angles a distance of 7 feet;

thence northwesterly along a straight line parallel with and 37 feet distant southwesterly, measured at right angles, from said center line of present main track, to a point opposite Railroad Survey Station 292 plus 00 thereon;

thence northeasterly at right angles a distance of 9 feet;

thence northwesterly along a straight line parallel with and 28 feet distant southwesterly, measured at right angles, from said center line of present main track, to a point opposite Railroad Survey Station 285 plus 50 thereon;

thence northeasterly at right angles a distance of 2 feet;

thence northwesterly along a line parallel with and 26 feet distant southwesterly, measured at right angles and/or radially, from said center line of present main track, to a point opposite Railroad Survey Station 279 plus 90 thereon;

thence southwesterly along a line drawn radially to said center line of present main track, a distance of 4 feet;

thence northwesterly along a line parallel with and 30 feet distant southwesterly, measured radially, from said center line of present main track, to a point opposite Railroad Survey Station 278 plus 85 thereon;

thence southwesterly along a line drawn radially to said center line of present main track, a distance of 14 feet;

thence northwesterly along a line concentric with and 44 feet southwesterly from said center line of present main track, to a point opposite Railroad Survey Station 276 plus 75 thereon;

thence southerly along a line drawn radially to said center line of present main track, a distance of 3 feet;

thence westerly along a line concentric with and 47 feet southerly from said center line of present main track, to a point opposite Railroad Survey Station 275 plus 70 thereon;

thence northerly along a line drawn radially to said center line of present main track, a distance of 2 feet;

thence easterly and southeasterly along a line which is parallel with and 50 feet distant southerly and southwesterly, measured at right angles and/or radially, from said center line of original main track, to a point in the west line of N.E. 82nd Avenue;

thence north along said west line to a point thereon that is 30 feet distant southwesterly, measured at right angles, from the center line of the present main track of said Railroad Company as now constructed and operated;

thence northwesterly along a straight line parallel with said center line of present main track, to a point opposite Railroad Survey Station 292 plus 50 thereon;

thence southwesterly at right angles a distance of 7 feet;

thence northwesterly along a straight line parallel with and 37 feet distant southwesterly, measured at right angles, from said center line of present main track, to a point opposite Railroad Survey Station 292 plus 00 thereon;

thence northeasterly at right angles a distance of 9 feet;

thence northwesterly along a straight line parallel with and 28 feet distant southwesterly, measured at right angles, from said center line of present main track, to a point opposite Railroad Survey Station 285 plus 50 thereon;

thence northeasterly at right angles a distance of 2 feet;

thence northwesterly along a line parallel with and 26 feet distant southwesterly, measured at right angles and/or radially, from said center line of present main track, to a point opposite Railroad Survey Station 279 plus 90 thereon;

thence southwesterly along a line drawn radially to said center line of present main track, a distance of 4 feet;

thence northwesterly along a line parallel with and 30 feet distant southwesterly, measured radially, from said center line of present main track, to a point opposite Railroad Survey Station 278 plus 85 thereon;

thence southwesterly along a line drawn radially to said center line of present main track, a distance of 14 feet;

thence northwesterly along a line concentric with and 44 feet southwesterly from said center line of present main track, to a point opposite Railroad Survey Station 276 plus 75 thereon;

thence southerly along a line drawn radially to said center line of present main track, a distance of 3 feet;

thence westerly along a line concentric with and 47 feet southerly from said center line of present main track, to a point opposite Railroad Survey Station 275 plus 70 thereon;

thence northerly along a line drawn radially to said center line of present main track, a distance of 2 feet;

thence westerly along a line concentric with and 45 feet southerly from said center line of present main track, to a point opposite Railroad Survey Station 273 plus 65 thereon;

thence northerly along a line drawn radially to said center line of present main track, a distance of 5 feet;

thence westerly along a line concentric with and 40 feet southerly from said center line of present main track, to a point in the east line of N.E. 74th Avenue;

thence south along said east line to the point of beginning.

Parcel No. 10

A strip of land 10 feet wide situated in the NW 1/4 of Section 33, Township 1 North, Range 2 East of the Willamette Meridian, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company that lies between lines parallel with and 40 feet and 50 feet distant southwesterly, respectively, measured at right angles, from the center line of the present main track of said Railroad Company as now constructed and operated, and extending southeasterly from the south line of N.E. Halsey Street to a straight line drawn at right angles to said center line of present main track at Railroad Survey Station 300 plus 05 thereon.

Also, a strip of land 5 feet wide lying northerly of and contiguous to the northeasterly boundary line of the above described 10 foot strip of land, and extending southeasterly from the south line of N.E. Halsey Street to a straight line drawn at right angles to said center line of present main track at Railroad Survey Station 297 plus 70 thereon.

Part 2 - Easement from Railroads to State for crossings of access roads from Banfield Expressway to N.E. 42nd and N.E. 82nd Avenues (outlined green on map Exhibit A):

42nd Avenue

A parcel of land situated in the E. B. Davidson Donation Land Claim in Section 36, Township 1 North, Range 1 East and in Section 31, Township 1 North, Range 2 East of the Willamette Meridian, in Multnomah County, Oregon, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company described as follows:

Beginning at a point in the northerly right of way line of said Railroad Company that is 50 feet distant northeasterly, measured at right angles, from the center line of the main track of said Railroad Company as now constructed and operated, at Railroad Survey Station 169 plus 88.59;

thence northwesterly along said northerly right of way line, which is a straight line parallel with and 50 feet distant northeasterly, measured at right angles, from said center line of main track, a distance of 48.17 feet;

thence southeasterly along a curve to the left having a radius of 238.368 feet, tangent at its point of beginning to a line which forms an angle of 59°29'16" from southeast to south with the last described straight line, a distance of 121.87 feet to a point that is 35 feet distant southwesterly, measured at right angles, from said center line of main track at Railroad Survey Station 170 plus 25.87;

thence southeasterly along a straight line that is parallel with and 35 feet distant southwesterly, measured at right angles, from said center line of main track, a distance of 194.13 feet to a point opposite Railroad Survey Station 172 plus 20;

thence northwesterly along a straight line a distance of 167.95 feet to a point that is 5.21 feet distant southwesterly, measured at right angles, from said center line of main track, at Railroad Survey Station 170 plus 54.71;

thence northwesterly along a curve to the right having a radius of 198.368 feet, a distance of 90.43 feet, to the point of beginning.

82nd Avenue

A parcel of land situated in the SE-¼ of Section 29, Township 1 North, Range 2 East of the Willamette Meridian, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company described as follows:

Beginning at a point in the northerly right of way line of said Railroad Company that is 50 feet distant northeasterly, measured at right angles, from said center line of main track, at Railroad Survey Station 291 plus 87.39;

thence northwesterly along said northerly right of way line, which is a straight line parallel with and 50 feet distant northeasterly, measured at right angles, from said center line of main track, a distance of 81.35 feet;

thence southwesterly along a straight line which forms an angle of 62°15'30" from northwest to southwest with said northerly right of way line, a distance of 56.49 feet to a point on said center line of main track at Railroad Survey Station 290 plus 79.75;

thence westerly along a straight line a distance of 69.48 feet to a point that is 28 feet distant southwesterly, measured at right angles, from said center line of main track at Railroad Survey Station 290 plus 16.16;

thence southeasterly along a straight line that is parallel with and 28 feet distant southwesterly, measured at right angles, from said center line of main track, a distance of 130.21 feet to a point opposite Railroad Survey Station 291 plus 46.37;

thence northeasterly along a straight line a distance of 88.13 feet, to the point of beginning.

Part 3 - Easement from Railroads to State for temporary road crossings at N.E. 47th, N.E. 60th, N.E. Halsey and N.E. 82nd (outlined pink on map Exhibit A):

PARCEL A

A parcel of land situated in the E. B. Davidson Donation Land Claim in Section 31, Township 1 North, Range 2 East of the Willamette Meridian, in Multnomah County, Oregon, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company lying between the east line of N.E. 47th Avenue and a line parallel with and 40 feet distant east, measured at right angles, from said east line.

PARCEL B

A parcel of land situated in the N. D. Gilham Donation Land Claim in Section 31, Township 1 North, Range 2 East of the Willamette Meridian, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company that lies between the east line of N.E. 60th Avenue and a straight line parallel with and 50 feet distant east, measured at right angles, from said east line.

PARCEL C

A parcel of land situated in the N. D. Gilham Donation Land Claim in Section 32, Township 1 North, Range 2 East of the Willamette Meridian, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company that lies between the south line of N. E. Halsey Street and a straight line parallel with and 50 feet distant south, measured at right angles from said south line.

PARCEL D

A parcel of land situated in the SE-¼ of Section 29, Township 1 North, Range 2 East of the Willamette Meridian, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company that lies between the west line of N.E. 82nd Avenue and a straight line parallel with and 50 feet distant west, measured at right angles, from said west line.

Also, a parcel of land situated in the SW-¼ of Section 28, Township 1 North, Range 2 East of the Willamette Meridian, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company that lies between the east line of N.E. 82nd Avenue and a straight line parallel with and 100 feet distant east, measured at right angles, from said east line.

Part 4 - Real property to be conveyed by State to Oregon-Washington Railroad & Navigation Company (colored green on map Exhibit A):

N.E. 47th to point near N.E. 52nd Avenue

A parcel of land situated in and being all those parts of Block 4 in Euclid Heights Addition, Blocks 2 and 3 in Laurelton Heights Addition, vacated N.E. 49th Avenue, vacated N.E. Oregon Street, vacated N.E. 52nd Avenue, and other unplatted property in the E. B. Davidson Donation Land Claim in Section 31, Township 1 North, Range 2 East of the Willamette Meridian, all in the City of Portland, Multnomah County, Oregon, lying between a line parallel with and 50 feet distant northeasterly, measured at right angles and/or radially, from the center line of the original main track of Oregon-Washington Railroad & Navigation Company as formerly constructed and operated, and a line parallel with and 50 feet distant northeasterly, measured at right angles and/or radially from the hereinafter described center line of proposed Railroad Company right of way, and extending southeasterly from the east line of N.E. 47th Avenue to the east line of N.E. 52nd Avenue.

Said center line of proposed Railroad Company right of way, (which line is not entirely identical with the center line of relocated main track), being described as follows:

Commencing at the point of intersection of the center line of N.E. Multnomah Street with the center line of N.E. 47th Avenue;

thence northwesterly along a straight line which forms an angle of 65°04'25" from north to west with said center line of N.E. 47th Avenue, a distance of 172.38 feet to a point, which point is the true point of beginning of the center line of Railroad Company right of way hereby described;

thence southeasterly along a U.P. 45 M.P.H. spiral curve to the right, having eight 30 foot chords and one 6 foot chord, through an angle of 3°46'48", tangent at its point of beginning to a line which forms an angle of 16°10' 39" from southeast to south with the last described straight line, a distance of 246 feet;

thence southeasterly along a straight line, tangent at its point of beginning to the last described spiral curve, a distance of 864.51 feet;

thence southeasterly along a U.P. 45 M.P.H. spiral curve to the left, having eleven 30 foot chords, through an angle of 6°36', tangent at its point of beginning to the last described straight line, a distance of 330 feet;

thence southeasterly along a curve to the left, having a radius of 1432.69 feet, a distance of 648.90 feet;

thence easterly along a U.P. 45 M.P.H. partial spiral curve to the left, having two 30 foot chords, through an angle of 2°06' a distance of 60 feet to a point in the center line of the present main track of said Railroad Company as now constructed and operated, said point being 540.38 feet distant southeasterly from the intersection of the center line of N.E. 52nd Avenue with the center line of N.E. Oregon Street, measured along a straight line which forms an angle of 28°16'01" from south to east with said center line of N.E. 52nd Avenue;

thence easterly along the center line of said present main track, which is a curve to the left having a radius of 1910.08 feet, a distance of 60 feet, more or less, to a point on the center line of N.E. 53rd Avenue.

Near N.E. 92nd Avenue

Also, a parcel of land situated in and being all those parts of Block 9 in Rosewood Addition, vacated N.E. 91st Avenue (Railroad Avenue), vacated N.E. Wasco Street, and other unplatted property in the NW-¼ of Section 33, Township 1 North, Range 2 East of the Willamette Meridian, all in the City of Portland, Multnomah County, Oregon, lying between lines that are concentric with and 50 feet and 150 feet distant northerly, respectively, measured radially from the center line of the main track of the Oregon-Washington Railroad & Navigation Company as now constructed and operated, and extending westerly from the west line of N.E. 92nd Avenue as shown on recorded Plat of Rosewood Addition to a line drawn parallel with and 555 feet distant westerly, measured at right angles, from the north and south center line of said Section 33.

Part 5 - Real property to be conveyed by Railroads or one of them to State (colored brown on map Exhibit A):

N.E. 47th to point near N.E. 53d Avenue

The northerly 5 feet of Lots 4, 5 and 12, and the northerly 10 feet of Lots 6, 8, 9, 10 and 11 in Block 3, Center Addition Annex to the City of Portland, Multnomah County, Oregon.

Also, all that part of the 100-foot right of way of Oregon-Washington Railroad & Navigation Company in the E. B. Davidson Donation Land Claim in Section 31, Township 1 North, Range 2 East of the Willamette Meridian, in said county, that lies southwesterly of a line parallel with and 50 feet distant southwesterly, measured at right angles and/or radially, from the hereinafter described center line of proposed Railroad Company right of way, and extending southeasterly from the east line of N.E. 47th Avenue to the west line of N.E. 53rd Avenue.

Said center line of proposed Railroad Company right of way, (which line is not entirely identical with the center line of relocated main track) being described as follows:

Commencing at the point of intersection of the center line of N.E. Multnomah Street with the center line of N.E. 47th Avenue;

thence northwesterly along a straight line which forms an angle of 65°04'25" from north to west with said center line of N.E. 47th Avenue, a distance of 172.38 feet to a point, which point is the true point of beginning of the center line of Railroad Company right of way hereby described;

thence southeasterly along a U.P. 45 M.P.H. spiral curve to the right, having eight 30 foot chords and one 6 foot chord, through an angle of 3°46'48", tangent at its point of beginning to a line which forms an angle of 16°10'39" from southeast to south with the last described straight line, a distance of 246 feet;

thence southeasterly along a straight line, tangent at its point of beginning to the last described spiral curve, a distance of 864.51 feet;

thence southeasterly along a U.P. 45 M.P.H. spiral curve to the left, having eleven 30 foot chords, through an angle of 6°36', tangent at its point of beginning to the last described straight line, a distance of 330 feet;

thence southeasterly along a curve to the left having a radius of 1432.69 feet, a distance of 648.90 feet;

thence easterly along a U.P. 45 M.P.H. partial spiral curve to the left, having two 30 foot chords, through an angle of 2°06', a distance of 60 feet to a point in the center line of the present main track, of said Railroad Company as now constructed and operated, said point being 540.38 feet distant southeasterly from the intersection of the center line of N.E. 52nd Avenue with the center line of N.E. Oregon Street, measured along a straight line which forms an angle of 28°16'01" from south to east with said center line of N.E. 52nd Avenue;

thence easterly along the center line of said present main track, which is a curve to the left having a radius of 1910.08 feet, a distance of 60 feet, more or less, to a point on the center line of N.E. 53rd Avenue.

Point near N.E. 77th to N.E. 82nd Avenue

A parcel of land situated in and being all that part of Section 29, Township 1 North, Range 2 East of the Willamette Meridian, in Multnomah County, Oregon, described as follows:

Beginning at the point of intersection of the north line of N.E. Halsey Street with the west line of N.E. 82nd Avenue;

thence north along said west line, which is parallel with and 30 feet distant west, measured at right angles, from the center line of said N.E. 82nd Avenue, a distance of 10 feet, more or less, to a point thereon that is 50 feet distant southwesterly, measured at right angles, from the center line of the main track of the Oregon-Washington Railroad & Navigation Company as now constructed and operated;

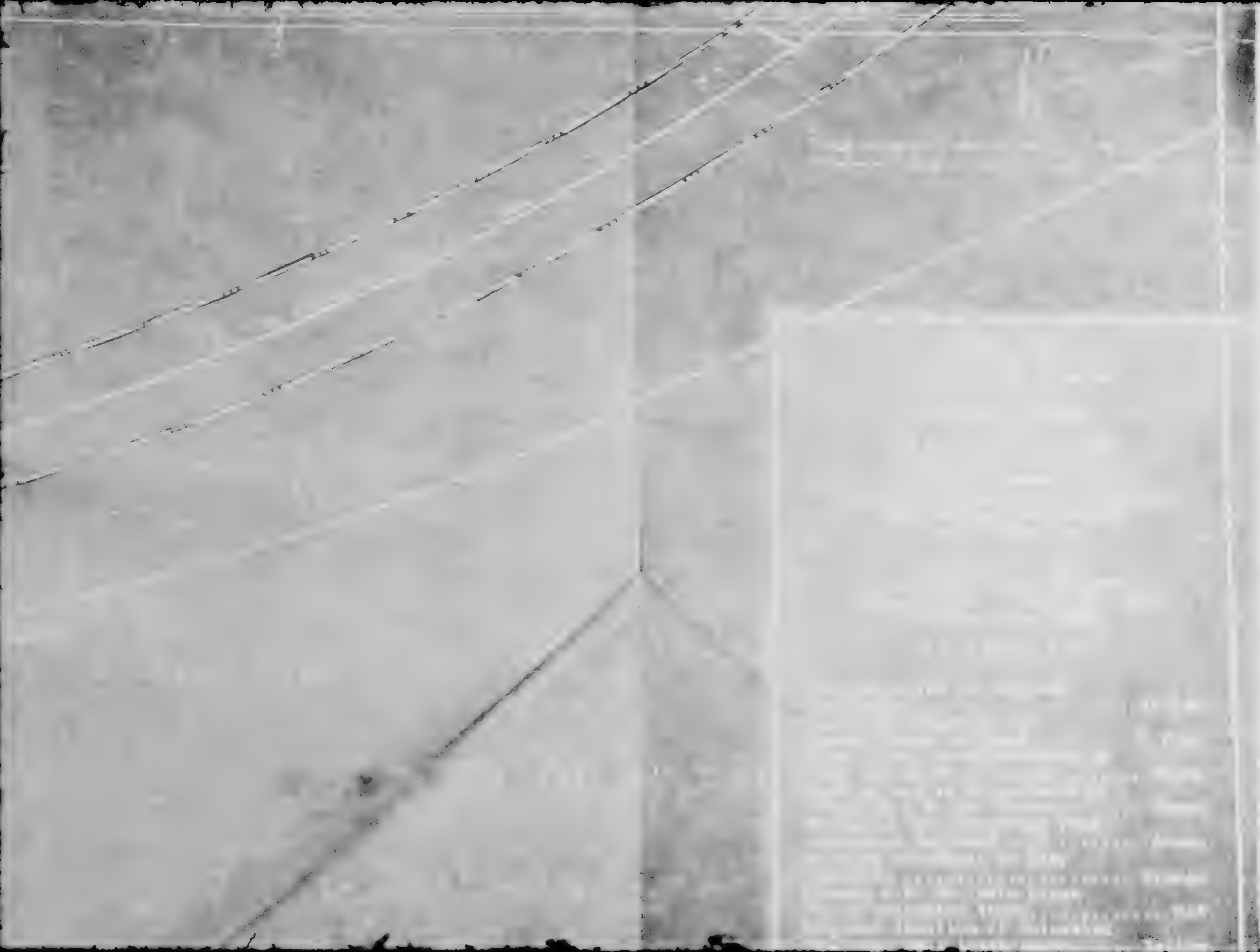
thence northwesterly along a line parallel with and 50 feet distant southwesterly, measured at right angles and/or radially, from said center line of main track, a distance of 1475 feet, more or less, to the northwest corner of that certain parcel of land heretofore conveyed by William E. and E. Maria Brainard to The Oregon Railroad and Navigation Company by warranty deed dated October 24, 1901, and recorded in Book 284, page 473 of the Deed Records of said county;

thence southwesterly along the westerly line of said parcel of land heretofore conveyed by deed dated October 24, 1901, which is a straight line drawn radially to said center line of main track, a distance of 100 feet;

thence southeasterly along the southerly line of said parcel of land heretofore conveyed by deed dated October 24, 1901, which is parallel with and 150 feet distant southwesterly, measured at right angles and/or radially, from said center line of main track, a distance of 1290 feet, more or less, to a point in the north line of N.E. Halsey Street;

thence east along said north line of N.E. Halsey Street a distance of 205 feet, more or less, to the point of beginning.

Subject to easement for viaduct, granted by Oregon-Washington Railroad & Navigation Company to the City of Portland by deed dated February 14, 1917; also subject to rights for widening of N.E. 82nd Avenue, acquired by said City of Portland by Ordinance No. 65193 passed December 2, 1933.



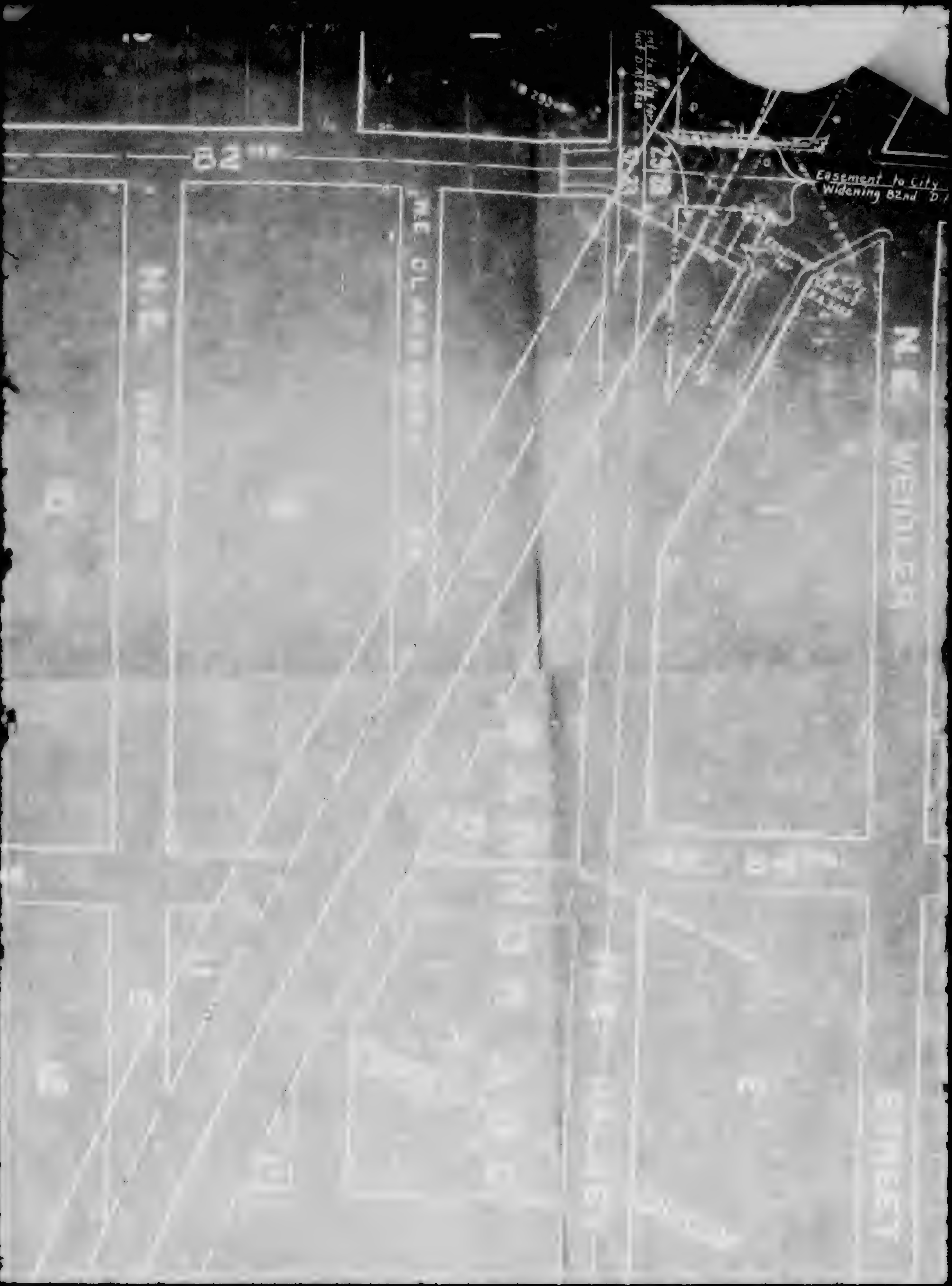
STREET

WASCO

N.E.
CLACKAMAS
4
STREET
STREET

2
1
HAZEL DELL
AVE.
N.E.
CLACKAMAS
4
STREET
6

82ND
N.E. HASSALO
N.E. 84TH
N.E. HASSALO


82ND
ent to City for
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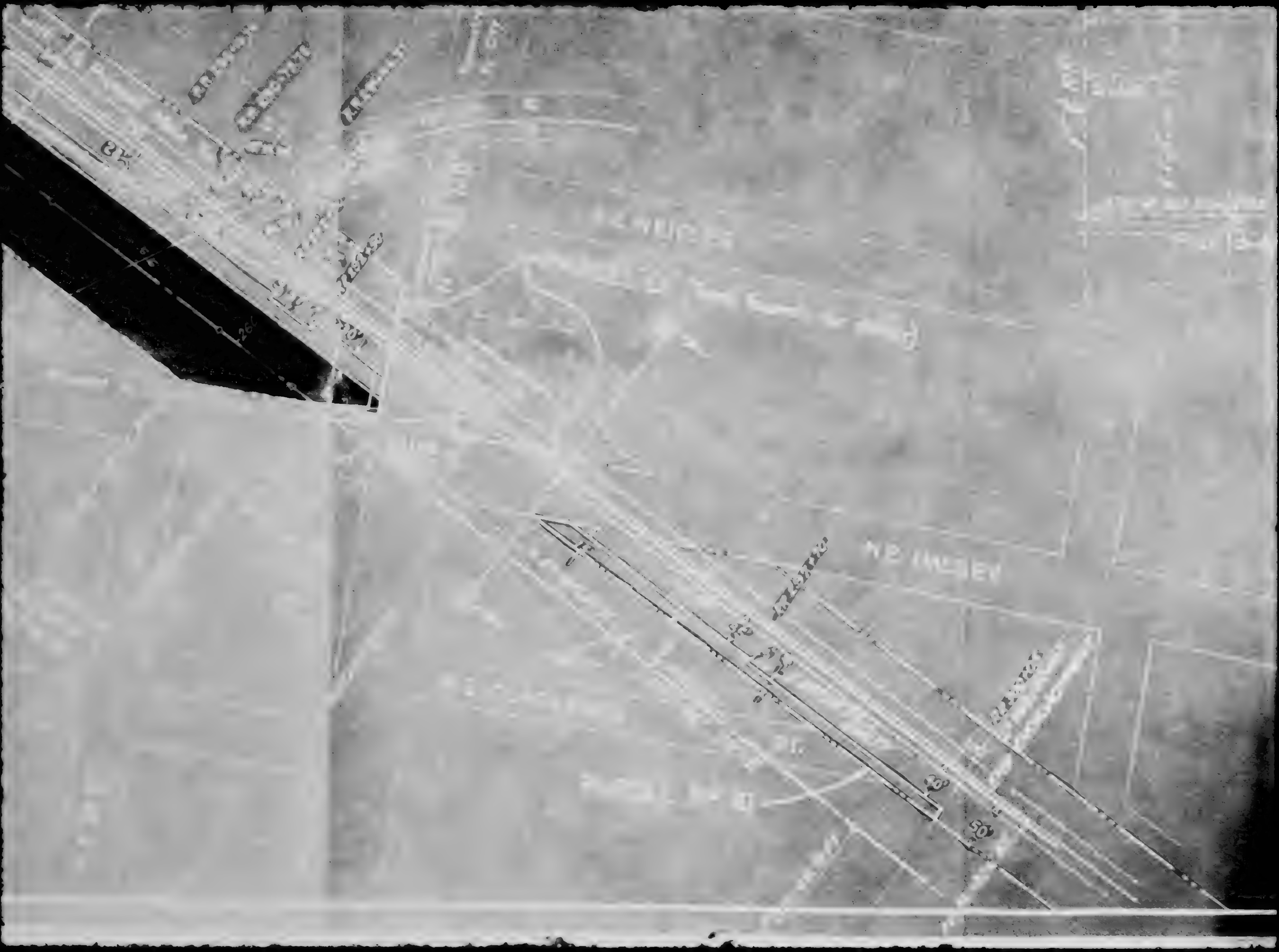
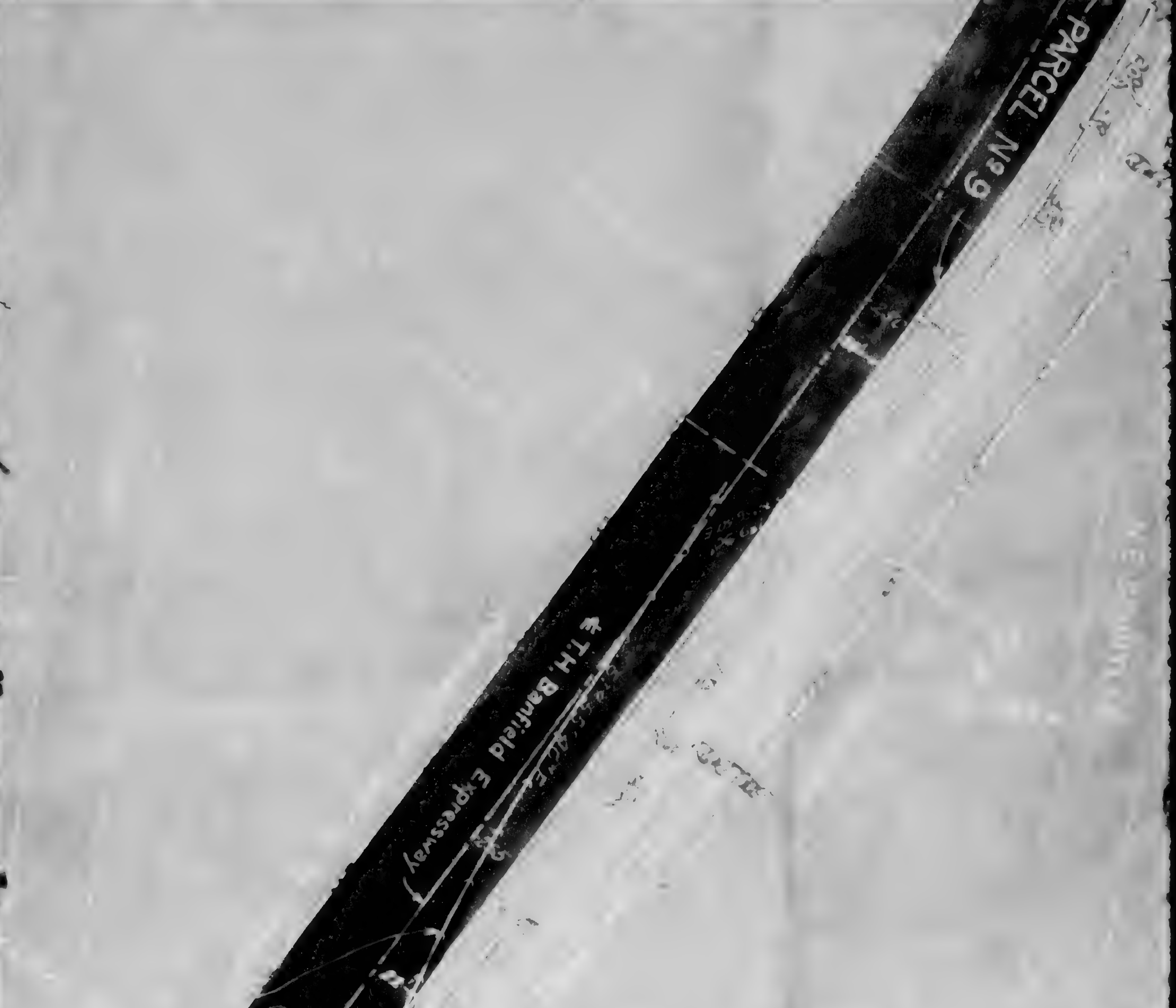
Widening 82nd D.
N.E. WEIDLER
STREET

FIDLER
AVE.
AVE.



260
50

Expressway
70
280

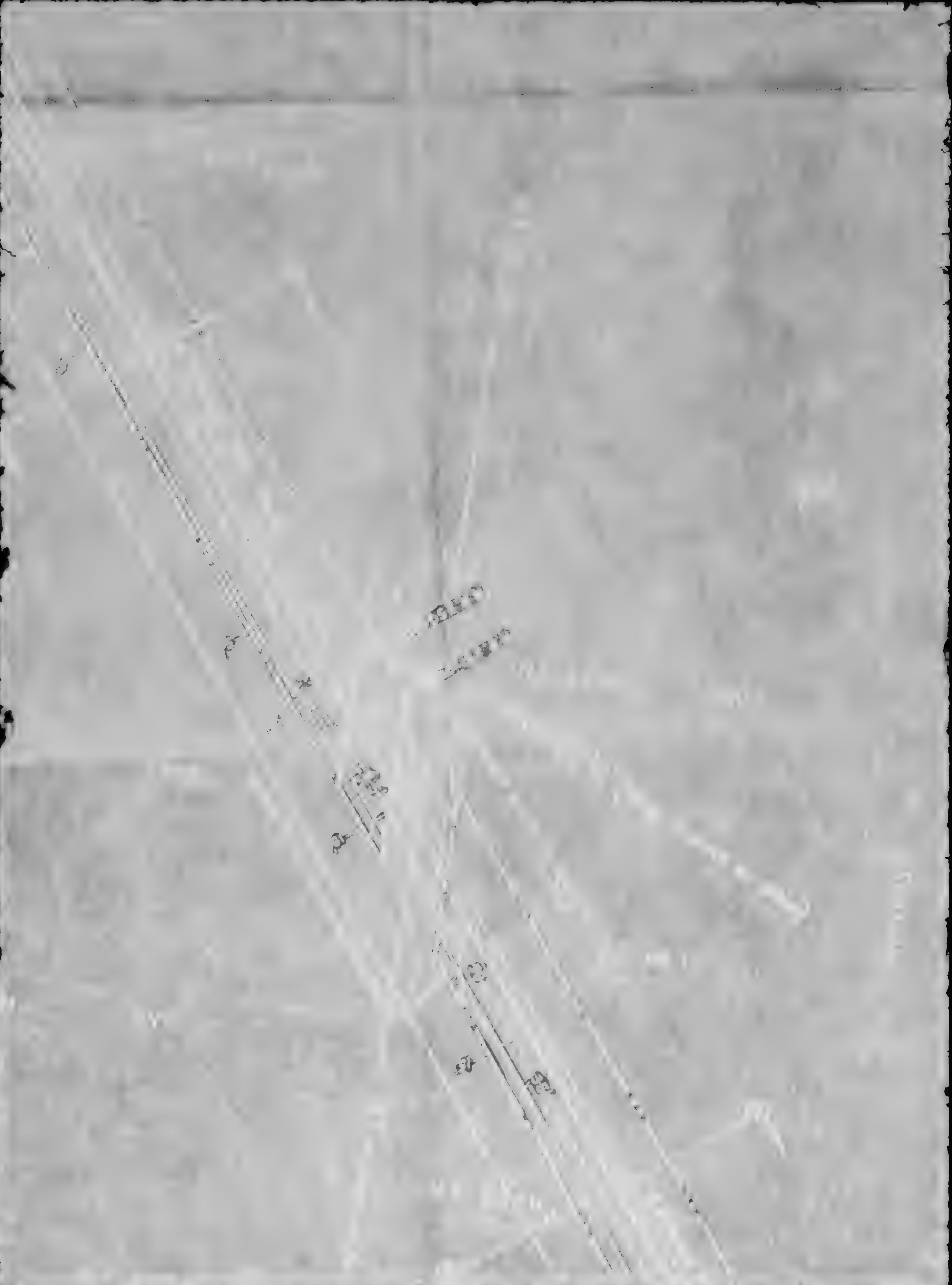

PARCEL No 9
℄ T.H. Banfield Expressway
260

PARCEL Nº 9

PARCEL No 9

PARCEL Nº 9

PARCEL Nº 9
250



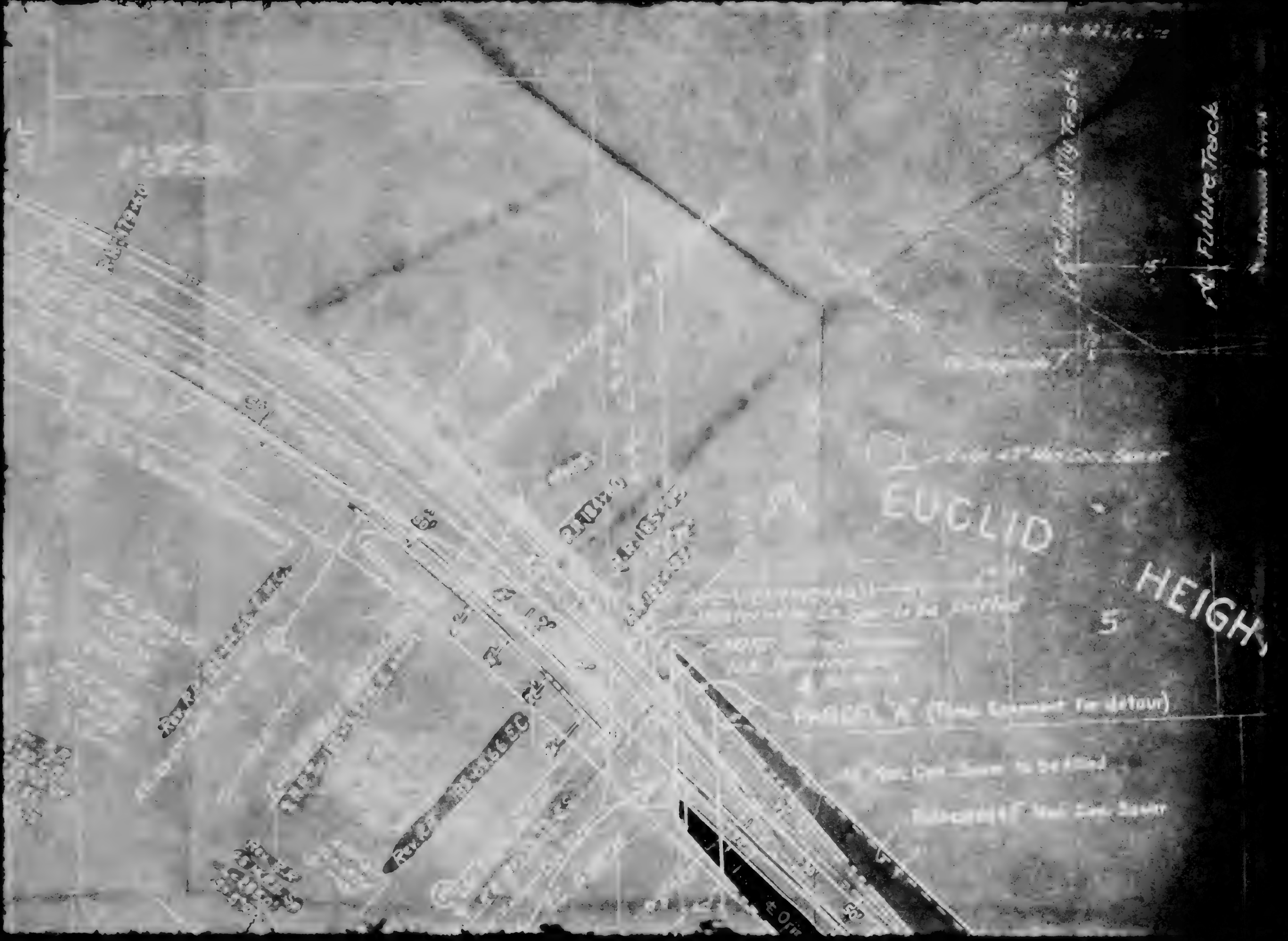
N.E. 65th
AVE

N.E. 5TH
AVE
R.R. RELOCATION
PARCEL Nº 5
ADDN

℄ Present Main Track
50'
N.E. 62ND

EUCLID
℄ Orig. Main Track
℄ Present Main T

Future N'ly Track
Future Track
Proposed R.R.
Exist. 45" Non Conc. Sewer
EUCLID
5
HEIGHTS
Spur to be Shifted
PARCEL "A" (Temp. Easement for detour)
48" Non. Con. Sewer to be filled
Relocated 48" Non. Con. Sewer


Future N'ly Track
Future Track
EUCLID
HEIGH
5
PARCEL "A" (Temp. Easement for detour)
to be filled

℄ Orig. Main Track
℄ Present Main Track

℄ Present Main Track
Main Track

Exist.
+41.53 Ahd.
P.R. 179+60
84.66 E.M.C.
Elec

[illegible] 284.66 E.M.C.

Lt 160+57± = RR 192+40
E - E

Existing [illegible] Main [illegible]
to be removed

PARCEL N°2
51

PARCEL
N.E. 40T
AVE
T1N R1E
T1N R2E
15
N

F-152(3)   Moro Undercrossing   1953

#4054

RECEIVED
DEC 8 - 1954
FOR FILING

[illegible]

[illegible]

December 2, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of December 1 to which was attached three copies of a claim filed with your office by Elmer Christie against George E. Berry in the sum of $1,050.00 for labor performed on the Moro Overcorssing—our Contract No. 4054, your file No. 3467.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:mdm

ED ON CARD
12-2-54 S

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

December 1, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Entered
4954

Dear Sir:

We have received from Phipps and Phipps, attorneys, The Dalles, and filed as of this date, a Notice of Claim by Elmer Christie, for labor performed in the sum of $1,050, against the bond taken from George E. Berry, principal and the United Pacific Insurance Company, surety for the work of constructing an undercrossing at Moro, on the Sherman Highway, in Sherman County - our file No.3467.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

Clerk
Records Division

HF:H
Encls.-3

RECEIVED
DEC 2 1954
OREGON
STATE HIGHWAY COMMISSION

12-1-54 g(

RECEIVED
DEC 8 - 1954
FOR FILING

C-12(1)
4054

Lewis

December 2, 1954

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Elmer Christie against George E. Berry. The claim is in the amount of $1,050.00 for labor performed on construction of the Moro Overcrossing on the Sherman Highway in Sherman County—our Contract No. 4054.

This information is furnished as your company appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mlm
Attach.

cc - United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Building
Portland 4, Oregon

Mr. George E. Berry
1550 N. W. Cedar
Beaverton, Oregon

12-2-54

PHIPPS AND PHIPPS
Attorneys at Law
Pioneer Building

The Dalles, Oregon

F. L. Phipps
Charles A. Phipps

Telephone
5424

November 27, 1954

Secretary of State
Salem, Oregon

NOTICE OF CLAIM

TO THE STATE OF OREGON:

NOTICE HEREBY IS GIVEN that the undersigned, Elmer Christie, has a claim for labor performed on the construction of the Moro Undercrossing in the sum of One Thousand Fifty Dollars ($1,050.00) against the bond taken from George E. Berry, an individual doing business at 1550 N. W. Cedar, Beaverton, Oregon, as principal, and United Pacific Insurance Company, a Washington corporation, with principal offices in Tacoma, Washington, as surety, for the cost of constructing an undercrossing [illegible] the [illegible] Highway in Sherman County.

Endorsed
File No.3467
Filed Dec. 1, 1954.
Earl T. Newbry, Secretary of State

ELMER CHRISTIE
Elmer Christie

RECEIVED
NOV 20 1954
FOR FILING

F-1-5(2)
4[illegible]

Lewis

November 18, 1954

Phipps and Phipps
Attorneys at Law
Pioneer Building
The Dalles, Oregon

ATTENTION: Donald F. Dunn

Dear Mr. Dunn:

As requested in your letter of November 17th to which affidavit was attached, we are forwarding by separate mail a certified copy of contract and bond #4054 awarded to Mr. George E. Berry for constructing an Undercrossing at Moro on the Sherman Highway in Sherman County.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:cl

noted

PHIPPS AND PHIPPS
ATTORNEYS AT LAW
PIONEER BUILDING
THE DALLES, OREGON

F. L. PHIPPS
CHARLES A. PHIPPS

TELEPHONE
5424

November 17, 1954

4054

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Enclosed is an Affidavit executed in pursuance of O.R.S. 279.524 by Mr. Elmer Christie, our client.

Would you please furnish us with a certified copy of the contract and bond involved. Mr. Christie's services were rendered to Mr. Berry through a subcontractor, Wallace Bros.

Very truly yours
PHIPPS AND PHIPPS
Donald F. Dunn
Donald F. Dunn

DFD:bjd
Encl.

REFERRED TO

RECEIVED
NOV 18 1954
OREGON
STATE HIGHWAY COMMISSION

AFFIDAVIT OF ELMER CHRISTIE

STATE OF OREGON)
) ss.
County of Wasco)

ELMER CHRISTIE of the City of The Dalles, State of Oregon, being duly sworn on his oath deposes and says that he has supplied labor for the prosecution of the work provided for in State Highway contract No. 4054, but that payment for said labor has not been made.

Elmer Christie

Subscribed and sworn to before me this 17th day of November, 1954.

Betty J. Donnell
Notary Public for Oregon
My Commission Expires 9/10/58

RECEIVED
NOV 20 1954
FOR FILING

November 18, 1954

United Pacific Insurance Company
Medical Arts Bldg.
Tacoma, Washington

Gentlemen:

We received an affidavit of claim from Phipps and Phipps, Attorneys at Law, with an office in the Pioneer Building, The Dalles, Oregon, in behalf of Mr. Elmer Christie.

The affidavit is for labor furnished on the contract #4054 awarded to Geo. E. Berry for constructing an Undercrossing at Moro on the Sherman highway in Sherman County.

We were advised that Mr. Christie's services were furnished on this contract through a sub-contractor, Wallace Bros.

This information is furnished you as your company appears as surety on the Performance Bond furnished with the contract mentioned above.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:cl

cc Durham & Bates
901 S. W. Washington
Portland 5, Oregon

cc George E. Berry
1550 N. W. Cedar
Beaverton, Oregon

RECEIVED
NOV 15 1954
FOR FILING

7-152(3)
4057

November [illegible], 1954

Mr. George [illegible] Perry
1550 [illegible]
Beaverton, Oregon

Dear Sir:

The State Highway Commission at its meeting held on October [illegible], 1954 had under discussion your request for an extension of time, from July 31, 1954 to August 31, 1954, within which to complete your contract No. [illegible], for constructing the Moro Overcrossing on the Sherman Highway in Sherman County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

[illegible] Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Lloyd Query, Assistant Secretary

gl

cc: [illegible] Chandler,
Division Engineer

Robert Ellison,
Resident Engineer

[illegible],
Ass't. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 26, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4054	9-final	GEO. E. BERRY	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
21763	R-106918	$3,873.94	10/25/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1954

Time Extensions: to Aug. 31, 1954 without penalty

Completion Date: Aug. 10, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-3-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

11-4-54

Warrant Mailed: Ruth Rawlins

RECEIVED
OCT 19 1954
FOR FILING

F-152(2)

October 19, 1954

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 4054 for construction of Moro Undercrossing on the Sherman Highway in Sherman County was completed by the contractor, George E. Berry, on August 10, 1954 but has not as yet been accepted by the Commission.

Final payment in the amount of $3,873.94 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $72,427.18, of which amount $997.49 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S.W. Washington
Portland 5, Oregon

Portland Branch Office

NOTED ON CARD

10-19-54

RECEIVED
OCT 14 1954
FOR FILING

October 12, 1954

Request for extension of time
No. 15
October 28 and 29 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Moro Undercrossing
Contract No. 4054

George [illegible]. Berry, contractor on the construction of the Moro Undercrossing on the Sherman Highway in Sherman County, has requested an extension of time from July 31, 1954, to August 31, 1954, in which to complete the work on this contract.

The delay in completing the work within the specified time was caused by the failure of the railroad forces to rebuild the trestle approach as soon as expected. The contractor was also delayed by a change in plans for the erection of the steel span. This change was made at the request of the railroad company so as not to delay train traffic.

As these delays were not the responsibility of the contractor and as the State will not incur additional engineering expense, it is recommended that this extension of time be granted without penalty to the contractor. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

PMS/ds
Attached

RECEIVED
OCT 4 - 1954
FOR FILING

October 1, 1954

Phipps and Phipps
Attorneys at Law
Pioneer Building
The Dalles, Oregon

ATTENTION: Donald F. Dunn

Dear Sir:

State Highway contract No. 4054, awarded to George E. Berry, for construction of the Moro Undercrossing, was completed August 10, 1954, but has not yet been accepted by the Commission.

The final estimate has not yet been completed, but it appears that there is yet owing to Mr. Berry about $3,000.00 on this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

PHIPPS AND PHIPPS
ATTORNEYS AT LAW
PIONEER BUILDING
THE DALLES, OREGON

F. L. PHIPPS
CHARLES A PHIPPS

TELEPHONE
5424

September 29, 1954

4054

Mr. H.B. Glaisyer
Secretary of Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We would appreciate your sending us some information concerning a contract awarded George Berry, Beaverton, Oregon to do certain work on Highway 97 in the vicinity of the Moro undercrossing.

We would like to know if the job was completed and accepted and whether any money is yet due Mr. Berry from the State on this contract.

CHG

Very truly yours,

PHIPPS AND PHIPPS
Donald F. Dunn
Donald F. Dunn

DFD:bg

REFERRED TO
BY SECRETARY

RECEIVED
SEP 30 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 9 - 1954
FOR FILING

September 9, 1954

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to George L. Barry on contract No. 4054, for constructing Moro Undercrossing on the Sherman Highway in Sherman County.

This payment, in the amount of $5,588.09, will be released to the contractor on or after September 20, 1954. The retained percentage is $2,120.20.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
9-9-54

1177

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Project No. F-152(3)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of April, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 13th day of February, 1953, a program, which was approved on the 12th day of March, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved ~~recommended for approval~~ by the District Engineer of the Bureau of Public Roads on the 9th day of September, 1953; and

Whereas the District ~~Division~~ Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-four thousand and 00/100 dollars ($54,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

1177

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Project No. F-152(3)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of April, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 13th day of February, 1953, a program, which was approved on the 12th day of March, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved ~~recommended for approval~~ by the District Engineer of the Bureau of Public Roads on the 9th day of September, 1953; and

Whereas the District ~~Division~~ Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-four thousand and 00/100 dollars ($54,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

A4.62

GPO 16—11379-5

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 597+50 in the NE 1/4, Section 25, T. 1 S., R. 16 E., W.M., and survey station 623+00 in the SE 1/4 of said Section 25, without exception,

, length 0.480 miles, in Sherman County,

being Oregon Federal Aid project No. F-152(3), consisting of 0.480 miles of

roadway and / ~~bridges, each of more than 20 feet clear span,~~ ~~of a mile in length~~ one railroad underpass structure of no net mileage.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of fifty-four thousand and 00/100 dollars ($54,000.00), which does not exceed the authorized Federal pro rata share of ninety-one thousand, one hundred sixty-one and 18/100 dollars ($91,161.18), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Bureau of Public Roads.

APR 14 1954

MAR 31 1954

Oregon State Highway Department

Federal Aid Project
No. F-152 (3)

MORO UNDERCROSSING SECTION OF THE
SHERMAN HIGHWAY IN SHERMAN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 21, 1954

Type Code 5231
Roadway (Sta. 597+50 to 623+00) (Contract No. 4054)

All Required		Clearing and Grubbing		$ 1,900.00
10	cu. yds.	Trench Excavation, Unclassified	$ 3.00	30.00
8,900	cu. yds.	General Excavation, Unclassified	0.65	5,785.00
26,300	yd. sta.	Short Overhaul	0.02	526.00
120	C-yd. sta.	Long Overhaul	1.00	120.00
0.48	mile	Finishing Roadbed and Slopes	750.00	360.00
80	lin. ft.	12" Corrugated Metal Pipe	4.40	352.00
40	lin. ft.	18" Corrugated Metal Pipe	6.00	240.00
5,800	cu. yd.	Coarse Rock in Base	1.45	8,410.00
810	cu. yd.	Hauling and Placing 3/4" - 0 Rock in Base and Shoulders	0.58	469.80
240	M-gal.	Sprinkling	3.00	720.00
350	cu. yd.	Hauling and Placing Aggregates	0.58	203.00
34	tons	Furnishing and Placing 150-200 Asphalt	60.00	2,040.00
228	cu. yd.	Structural Excavation	4.00	912.00
5	cu. yd.	Excavation Below Elevation Shown	4.00	20.00
39.	cu. yd.	Class "A" Concrete	62.00	2,418.00
5,600	lbs.	Metal Reinforcement	.115	644.00
			Subtotal	$24,749.80
			10% Engr. & Cont.	2,474.98
			Total	$27,224.78

Type Code X631
Undercrossing Structure (Sta. 616+55.49) (O.W.R.R. & N. Co.)

All Required		Remove Structures and Provide for Traffic		$ 4,000.00
352	cu. yd.	Structural Excavation	$ 4.00	1,408.00
5	cu. yd.	Excavation Below Elevation Shown	4.00	20.00
245	cu. yd.	Class "A" Concrete	62.00	15,190.00
16,400	lbs.	Metal Reinforcement	0.115	1,886.00
118,000	lbs.	Structural Carbon Steel	0.205	24,190.00
				$46,694.00

All Required	Work to be Performed by O.W.R.R. & N. Company's Forces	$11,430.00
	Subtotal	$58,124.00
	10% Engr. & Cont.	5,812.40
	Total	$63,936.40

Length of Roadway	0.480 Mile
Length of Undercrossing	0.00 Mile
Total Length	0.480 Mile
Cost per Mile, Roadway	$56,718.29

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$27,224.78	$16,127.00	$11,097.78
Structure	63,936.40	37,873.00	26,063.40
	$91,161.18	$54,000.00	$37,161.18

STATE FURNISHED MATERIAL (NON-PARTICIPATING)

1,160 cu. yd.	Crushed Rock in Base, Shoulders and Aggregates	$2.67	$3,097.20

State Funds for Construction: Chap. 175, Laws 1917; Chap. 30, Laws 1930; Chap. 529, Laws 1939.

State Funds for Maintenance: Chap. 529, Laws 1939

WORK TO BE PERFORMED BY O.W.R.R. & N. COMPANY'S FORCES

Construct Falsework Bents and Spans to Carry Present Deck over Piers	$ 6,670.00
Furnish and Install Ties, Guard Timbers and Fire Deck on Steel Span	2,890.00
Remove Frame Trestle, Falsework Bents and Track	1,570.00
Rebuild Trestle Spans Adjacent to and Connect to New Steel Span	890.00
Take up and Replace Track over Finished Structure	230.00
Remove and Restore Communication Lines, and Other R.R. Facilities	800.00
	$13,050.00
Credit for Estimated Salvage	1,620.00
	11,430.00

Oregon State Highway Department

Federal Aid Project
No. F-152 (3)

MORO UNDERCROSSING SECTION OF THE SHERMAN HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 19, 1953

Type Code ~~4231~~ 5231
Roadway (Sta. 597+50 to 623+00)

All Required		Clearing and Grubbing		$ 500.00
10	cu. yds.	Trench Excavation, Unclassified	$ 5.00	50.00
8,900	cu. yds.	General Excavation, Unclassified	0.80	7,120.00
26,300	yd. sta.	Short Overhaul	0.02	526.00
120	C-yd. sta.	Long Overhaul	0.60	72.00
0.48	mile	Finishing Roadbed and Slopes	1,000.00	480.00
80	lin. ft.	12-inch Corrugated Metal Pipe	4.00	320.00
40	lin. ft.	18-inch Corrugated Metal Pipe	6.50	260.00
5,800	cu. yds.	Coarse Rock in Base	1.25	7,250.00
810	cu. yds.	Hauling and Placing 3/4" - 0 Rock in Base and Shoulders	1.50	1,215.00
240	M-gal.	Sprinkling	3.00	720.00
350	cu. yds.	Hauling and Placing Aggregates	3.50	1,225.00
34	tons	Furnishing and Placing 150-200 Asphalt	60.00	2,040.00
228	cu. yds.	Structural Excavation	10.00	2,280.00
5	cu. yds.	Excavation Below Elevation Shown	15.00	75.00
39	cu. yds.	Class "A" Concrete	72.00	2,808.00
5,600	lbs.	Metal Reinforcement	0.115	644.00
			Subtotal	$27,585.00
			10% Engr. & Cont.	2,758.50
			Total	$30,343.50

Type Code X631
Undercrossing Structure (Sta. 614+55.49)(O.W.R.R. & N. Co.)

All Required		Remove Structures and Provide for Traffic		$ 2,000.00
352	cu. yds.	Structural Excavation	$ 10.00	3,520.00
5	cu. yds.	Excavation Below Elevation Shown	15.00	75.00
245	cu. yds.	Class "A" Concrete	72.00	17,640.00
16,400	lbs.	Metal Reinforcement	0.115	1,886.00
~~105,000~~ 118,000	lbs.	Structural Carbon Steel	0.25	~~26,250.00~~ 29,500.00
				~~$51,371.00~~ 54,621.00

All Required	Work To Be Performed by O. W. R. R. & N. Company's Forces		$11,430.00	
		Subtotal	~~$62,801.00~~	66,051.00
		10% Engr. & Cont.	~~6,280.10~~	6,605.10
		Total	~~$69,081.10~~	72,656.10

Length of Roadway	0.480 mile
Length of Undercrossing	0.000 mile
Total Length	0.480 mile
Cost per mile, Roadway	$63,215.62

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds		State Funds	
Roadway		$30,343.50	~~$16,480.00~~	15,908.00	~~$13,863.50~~	14,435.50
Structure	72,656.10	~~69,081.10~~	~~37,520.00~~	38,092.00	~~31,561.10~~	34,564.10
		~~$99,424.60~~ 102,999.60	$54,000.00		~~$45,424.60~~ 48,999.60	

STATE FURNISHED MATERIAL (NONPARTICIPATING)

1,160 cu. yds.	Crushed Rock in Base, Shoulders and Aggregates	$ 2.67	$ 3,097.20

WORK TO BE PERFORMED BY O.W.R.R. & N. COMPANY'S FORCES

Construct Falsework Bents and Spans to Carry Present Deck over Piers	$ 6,670.00
Furnish and Install Ties, Guard Timbers and Fire Deck on Steel Span	2,890.00
Remove Frame Trestle, Falsework Bents and Track	1,570.00
Rebuild Trestle Spans Adjacent to and Connect to New Steel Span	890.00
Take up and Replace Track over Finished Structure	230.00
Remove and Restore Communication Lines, and Other R.R. Facilities	800.00
	$13,050.00
Credit for Estimated Salvage	1,620.00
	$11,430.00

Oregon State Highway Department

Federal Aid Project
No. F-152 (3)

MORO UNDERCROSSING SECTION OF THE SHERMAN HIGHWAY IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 16, 1953

Type Code 5231
Roadway (Sta. 597+50 to 623+00)

All Required		Clearing and Grubbing		$ 500.00
10	cu. yds.	Trench Excavation, Unclassified	$ 5.00	50.00
8,900	cu. yds.	General Excavation, Unclassified	0.80	7,120.00
26,300	yd. sta.	Short Overhaul	0.02	526.00
120	C-yd. sta.	Long Overhaul	0.60	72.00
0.48	mile	Finishing Roadbed and Slopes	1,000.00	480.00
80	lin. ft.	12-inch Corrugated Metal Pipe	4.00	320.00
40	lin. ft.	18-inch Corrugated Metal Pipe	6.50	260.00
5,800	cu. yds.	Coarse Rock in Base	1.25	7,250.00
810	cu. yds.	Hauling and Placing 3/4" – 0 Rock in Base and Shoulders	1.50	1,215.00
240	M-gal.	Sprinkling	3.00	720.00
350	cu. yds.	Hauling and Placing Aggregates	3.50	1,225.00
34	tons	Furnishing and Placing 150-200 Asphalt	60.00	2,040.00
228	cu. yds.	Structural Excavation	10.00	2,280.00
5	cu. yds.	Excavation Below Elevation Shown	15.00	75.00
39	cu. yds.	Class "A" Concrete	72.00	2,808.00
5,600	lbs.	Metal Reinforcement	0.115	644.00
			Subtotal	$27,585.00
			10% Engr. & Cont.	2,758.50
			Total	$30,343.50

Type Code X631
Undercrossing Structure (Sta. 616+55.49) (O.W.R.R. & N. Co.)

All Required		Remove Structures and Provide for Traffic		$ 2,000.00
352	cu. yds.	Structural Excavation	$ 10.00	3,520.00
5	cu. yds.	Excavation Below Elevation Shown	15.00	75.00
245	cu. yds.	Class "A" Concrete	72.00	17,640.00
16,400	lbs.	Metal Reinforcement	0.115	1,886.00
118,000	lbs.	Structural Carbon Steel	0.25	29,500.00
				$54,621.00

All Required	Work To Be Performed by O.W.R.R.& N. Company's Forces		$11,430.00
		Subtotal	$66,051.00
		10% Engr. & Cont.	6,605.10
		Total	$72,656.10

Length of Roadway	0.480 mile
Length of Undercrossing	0.000 mile
Total Length	0.480 mile
Cost per Mile, Roadway	$63,215.62

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 30,343.50	$15,908.00	$14,435.50
Structure	72,656.10	38,092.00	34,564.10
	$102,999.60	$54,000.00	$48,999.60

STATE FURNISHED MATERIAL (NONPARTICIPATING)

1,160 cu. yds.	Crushed Rock in Base, Shoulders and Aggregates	$ 2.67	$ 3,097.20

WORK TO BE PERFORMED BY O.W.R.R. & N. COMPANY'S FORCES

Construct Falsework Bents and Spans to Carry Present Deck over Piers	$ 6,670.00
Furnish and Install Ties, Guard Timbers and Fire Deck on Steel Span	2,890.00
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Rebuild Trestle Spans Adjacent to and Connect to New Steel Span	890.00
Take up and Replace Track over Finished Structure	230.00
Remove and Restore Communication Lines, and Other R.R. Facilities	800.00
	$13,050.00
Credit for Estimated Salvage	1,620.00
	$11,430.00

FORM E-20 25M 8-51 52859

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

F-152(3)

4054

Salem, Oregon
January 14, 1954

RAILROAD COMPANIES
FILE No. 427

SUBJECT: Pux 85 - 19897
Moro Undercrossing
OWR&N
Sherman Highway, Sherman County

To:
Mr. W. C. Williams ✓
Mr. G. S. Paxson (6)
Mr. H. G. Smith
Mr. E. A. Collier (2)
Mr. W. E. Chandler (2)

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith I hand you copy of agreement between Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company), State of Oregon, and Sherman County covering construction of undercrossing on the Sherman Highway near Moro.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

RECEIVED
DEC 18 1953
FOR FILING

[illegible]

4054

December 17, 1953

Mr. George E. Berry
1550 N. W. Cedar
Beaverton, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4054, which was awarded to you by the State Highway Commission, covering construction of the Moro Undercrossing on the Sherman Highway in Sherman County.

A copy of the above contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 10 1953
FOR FILING

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4054

AGENDA
DEC 10 1953

3-4

November 6, 1953

Mr. George E. Berry
1550 N. W. Cedar Street
Beaverton, Oregon

Dear Mr. Berry:

The State Highway Commission on September 25th accepted your proposal for the Moro Undercrossing in Sherman County for the sum of $71,443.80, and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and approval of the Bureau of Public Roads was received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4054.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. W. M. Franzwa
Mr. H. G. Smith
Mr. G. S. Paxson
Mr. S. H. Probert
Mrs. Goldie Lewis

E.R.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 6, 1953
9:35 a.m.

Mr. George E. Berry
1550 N. W. Cedar Street
Beaverton, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Moro Undercrossing on Sherman Highway in Sherman County for which you submitted low bid on September 25, 1953. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

On October 23, we furnished you plans and specifications bearing the approval of the railroad company; and, on September 4, we furnished you three copies of the PUC order covering the work. The formal agreement between the State, Sherman County, and the railroad has been executed by the Highway Commission and Sherman County and is now in the hands of the railroad officials for their execution. Copies of the completed agreement will be forwarded you as soon as it is returned from the railroad company.

The contract number for the project will be 4054.

Very truly yours,

S. H. Probert
Acting State Highway Engineer

CAG/ds

cc G. S. Paxson

RECEIVED
FOR FILING

4054

November 6, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Moro Undercrossing
F.A.P. Oregon F-152(3)

On September 25, the Highway Commission accepted the low bid of George E. Berry of Beaverton in the amount of $71,443.80 for the above project, but withheld award of the contract until such time as certain matters concerning right of way were straightened up with the Union Pacific Railroad. These matters have been cleared up to the satisfaction of the Highway Engineer, and he now proposes to award the contract for the work as of this date. May we have your concurrence in the award of this contract.

On October 23, we furnished you plans and specifications bearing the approval of the railroad company; and, on September 4, we furnished you three copies of the PUC order covering the work. The formal agreement between the State, Sherman County, and the railroad has been executed by the Highway Commission and Sherman County and is now in the hands of the railroad officials for their execution. Copies of the completed agreement will be forwarded you as soon as it is returned from the railroad company.

The contract number for the project will be 4054.

Very truly yours,

S. H. Probert
Acting State Highway Engineer

CAG/ds

cc G. S. Paxson

RECEIVED
[illegible]NING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

4054

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 1, 1953

NOTED
W. C. WILLIAMS

The County Court
Sherman County
Moro, Oregon

Pux 85, R/W 19897
Moro Overcrossing Revision
Sherman Highway, Sherman County

Attention: Mr. C. A. Tom, County Judge

Gentlemen:

Herewith please find enclosed for execution by Sherman County, three copies of form of agreement between Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, State of Oregon, by and through its State Highway Commission, and Sherman County, relative to the reconstruction of the Moro Overcrossing on the Sherman Highway.

All three copies should be executed by the County and returned direct to the attention of the writer for further handling. After execution by the Railroad Companies, one complete copy will be returned to you for your records.

You will note that under Section 10 on page 9, the execution of the instrument by Sherman County is required solely for the purpose of terminating the easement included in the original agreement covering the grade separation project dated August 1, 1923.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 3

cc: Mr. G. S. Paxson
Mr. W. C. Williams ✓

[illegible]
FOR FILING

FORM E-30 25M 9-51 92918

[illegible] W. C. WILLIAMS

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

September 22, 1953

SUBJECT: Pux 85, 19897 - Moro Undercrossing Rev.
Sherman County
AGREEMENT

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
O F F I C E

Dear Mr. Glaisyer:

Herewith I hand you original and two duplicate copies of agreement between Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company; State of Oregon, by and through its State Highway Commission; and County of Sherman relative to reconstruction of the existing overcrossing on the Sherman Highway near Moro.

After execution by the State Highway Commission please return all three copies direct to me so that they may be forwarded to Sherman County for proper execution. The County is made a party by reason of the fact that the easement on the present crossing is being cancelled and a new easement substituted therefor.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 3
Mr. W. C. Williams ✓
cc: Mr. C. W. Enfield
Mr. G. S. Paxson

RECEIVED
FOR FILING

Const
Grade Sepr
Gen

September 3, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the Moro Overcrossing Project, F-152 (3), on the Sherman Highway in Sherman County.

As there are no commercial rock crushing plants within reasonable hauling distance of the project, the contractor on the work would be able to furnish the 1,160 cu. yds. of crushed rock required in the surfacing only at excessive prices. To avoid this expense, we are willing to permit the contractor to obtain the rock, without charge, from State-owned stockpiles of maintenance materials located less than two miles distant.

May we have your permission to specify that rock will be thus made available to the contractor, with the understanding that the State will furnish the rock without federal participation in cost?

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:gn

RECEIVED
FOR FILING

Const
[illegible]
Gen

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1953

SUBJECT: Pux 85 - Moro Undercrossing Revision
Sherman Highway, Sherman County

To:

Mr. W. C. Williams ✓	
Mr. G. S. Paxson	(6)
Mr. H. G. Smith	(3)
Mr. E. A. Collier	(2)
Mr. W. E. Chandler	(2)
Mr. F. B. Crandall	
Mr. H. B. Simpson	

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith I hand you Public Utilities Commissioner's Order No. 32443, issued August 18, 1953, in the above entitled matter, authorizing the revision of the Moro Undercrossing as applied for in the petition.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

RECEIVED
1953

Perf 85

Order #32443

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2394

In the Matter of the Application of the)
State of Oregon, by and through its State)
Highway Commission, for authority to)
reconstruct and widen the existing under-)
crossing under the tracks of the Shaniko)
Branch of Oregon-Washington Railroad &)
Navigation Company (Union Pacific Railroad)
Company, Lessee) approximately 2.5 miles)
South of Moro on the Sherman Highway in the)
Northeast quarter of the Southeast quarter)
(NE$\frac{1}{4}$SE$\frac{1}{4}$) of Section 25, Township 1 South,) ORDER
Range 16 East, W.M., in Sherman County,)
Oregon.)

The above entitled matter was duly heard on July 15, 1953, at 10:00 A.M., in the Sherman County Court House, Moro, Oregon, before C. E. Jaqua, Utility Engineer, and Ralph W. Taylor, Examiner, representing the Commissioner. The following appearances are of record herein:

Robert L. May, Jr., Attorney, Salem, Oregon
In behalf of Oregon State Highway Commission

F. J. Betz, Attorney, Portland, Oregon
In behalf of Union Pacific Railroad Company

Dewey Thompson, Moro, Oregon
In behalf of Citizens of Moro and Sherman Counties

Application of Oregon State Highway Commission for authority to reconstruct and widen the existing undercrossing under the tracks of Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee) on the Sherman Highway, South of Moro, Sherman County, Oregon, was received by the Commissioner on May 14, 1953.

This undercrossing, listed as 2D-29.38-B in the Commissioner's Catalog of Crossings in the State of Oregon, is a crossing of the Sherman Highway located approximately 2.5 miles south of the City of Moro under the Grass Valley Branch of the Union Pacific Railroad Company, formerly known as the Shaniko Branch. This undercrossing was constructed by Oregon State Highway Commission by authority of P.S.C. Oregon Order No. 866, in Case F-1014, issued August 7, 1922, and has been in use since its construction.

Contemplated reconstruction of the Sherman Highway which provides for realignment and widening made necessary by increased traffic makes it advisable to reconstruct the undercrossing, and the application herein is for that purpose.

Evidence was adduced in behalf of parties as set forth above, the hearing was completed, and the matter submitted for determination. Based upon said evidence and record, it is found that:

The average daily volume of traffic on the highway under the proposed structure will be approximately 700 vehicles per day, and it is anticipated that average annual increases will materially add to the traffic.

The widening of the structure will in no way increase the hazard incidental to the moving of trains or vehicles at the crossing.

Oregon State Highway Commission, the applicant herein, will bear all costs incidental to the alteration of the structure and will reimburse Union Pacific Railroad Company for all expenses made necessary by the furnishing of watchmen and flagmen services, reconstructing the approaches to the existing trestle, and all other work made necessary by the reconstruction that is not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

Union Pacific Railroad Company has agreed to perform such work as may be necessary as outlined above including the installation of guard rails and the replacing of track facilities, fire deck, and signal and communication lines, subject to reimbursement as per agreement.

The applicant also agrees, in such manner as it deems expedient, to arrange for the disposition of telephone and power facilities which are at present over or under the structure which may be disturbed by the reconstruction.

After completion, Oregon State Highway Commission agrees to maintain its roadway and Union Pacific Railroad Company agrees to maintain the undercrossing structure, its track facilities, and appurtenances.

From the foregoing it is concluded that the reconstruction of the undercrossing structure is in the public interest, and the application should be granted. It is therefore

ORDERED that the application of Oregon State Highway Commission for authority to reconstruct and widen the existing undercrossing under the tracks of the Grass Valley Branch of Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee) approximately 2.5 miles south of Moro, Oregon, on the Sherman Highway in the Northeast quarter of the Southeast quarter (NE$\frac{1}{4}$SE$\frac{1}{4}$) of Section 25, Township 1 South, Range 16 East, Willamette Meridian, in Sherman County, Oregon, is granted; and it is further

ORDERED that the reconstruction shall be done in such manner as outlined in Oregon State Highway Commission Drawing #10879 entitled, "Moro Undercrossing of Union Pacific Railroad", attached to the application and by this reference made a part hereof, and as per agreements which are now or may be entered into between Oregon State Highway Commission and Union Pacific Railroad Company; and it is further

ORDERED that all work necessary to the reconstruction shall be performed at such a time and in such a manner as is acceptable to and mutually agreed upon by the parties in interest before start of construction; and it is further

ORDERED that all costs incidental to the construction of the undercrossing structure, together with all expenses incurred by Union Pacific Railroad Company in making the necessary alterations and replacements, which are reimbursable and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto, be borne by Oregon State Highway Commission; and it is further

ORDERED that all costs of maintenance of the structure upon completion shall be borne by Union Pacific Railroad Company, and all costs of maintenance of the highway, its approaches and appurtenances shall be borne by Oregon State Highway Commission; and it is further

ORDERED that the present designation 2D-29.38-B be continued for identification of the undercrossing in the Commissioner's Catalog of the Crossings in the State of Oregon.

Made and entered this 18th day of August, 1953.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

RECEIVED
53
FOR FILING

July 24, 1953

Oregon State Highway Commission

Gentlemen:

In checking on the increase in the amount required to reconstruct and widen the Moro Undercrossing on the Sherman Highway in Sherman County, I find that the estimate of $[illegible]0,000 originally carried for the project was made without benefit of survey, without knowledge that there would have to be considerable reconstruction of approach roadways, and without due allowance being made for expense involved in reconstructing adjoining railway structures and in the temporary support of the railway tracks during construction.

Under the plans as finally developed, the structure will cost $58,000, the reconstruction of the approach roadways will cost $37,000, and the work to be done on the railway structures and temporary supports for the railway tracks will cost $16,500; a total of $111,500.

We have no alibi to offer for this wide discrepancy other than the fact that we so often must come up with estimates of cost without having had opportunity to make adequate investigation and study.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

RECEIVED
MAY 29 1953
FOR FILING

Const
Grade Xings?
Gen

May 2[illegible], 1953

Oregon State Highway Commission

Gentlemen:

In the Summary of Unfinished Business as of May [illegible], Item No. [illegible] pertains to the proposed program of unobligated Federal-Aid Funds.

In the original 1954 Federal Aid primary program, the sum of $125,000 was held in reserve. It is requested that $30,000 of this reserve be transferred to the allotment set up for the [illegible] Railroad Grade separation.

This item will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: C. H. Maison
S. H. Probert

RECEIVED
APR 29 1954
FOR FILING

[illegible]

4054

[illegible]

Salem, Oregon
Sept. 30, 1953

Mr. C. W. Enfield
Chief Counsel
Office

Attention: Mr. J. W. DeSouza
Assistant Counsel

Attached hereto are three copies of an agreement with the O.W.R. & N.Company and Union Pacific Company; State Highway Commission; and Sherman County relative to reconstruction of the existing overcrossing on the Sherman Highway near Moro. These copies have now been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company and Sherman County.

When fully executed please return one copy to this office for the Commission's files.

Yours very truly,

Secretary

rn
Attach: 3

Filed

FORM E-90 25M 9-51 83316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 22, 1953

SUBJECT: Pux 85, 19897 - Moro Undercrossing Rev.
Sherman County
AGREEMENT

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you original and two duplicate copies of agreement between Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company; State of Oregon, by and through its State Highway Commission; and County of Sherman relative to reconstruction of the existing overcrossing on the Sherman Highway near Moro.

After execution by the State Highway Commission please return all three copies direct to me so that they may be forwarded to Sherman County for proper execution. The County is made a party by reason of the fact that the easement on the present crossing is being cancelled and a new easement substituted therefor.

Very truly yours,

C. W. ENFIELD

By C.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 3

cc: Mr. W. C. Williams
Mr. C. W. Enfield
Mr. G. S. Paxson

4

File

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-152(3), Moro Undercrossing Section of the Sherman Highway. This is to authorize your advertising for bids. Approval of P. S. and E. and authorization for advertising are given, subject to your making necessary corrections on the plans, including any which may be required by the railroad company.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
SEP 15 1953
OREGON
STATE HIGHWAY COMMISSION

F-152(3)
4654

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section

PROJECT BASE COURSE DESIGN

Section: Moro Underpass

Highway: Sherman

County: Sherman

Prefix: 28-1427-900

Res. Engr.: Lowell Stratton

Length of Project: 0.5 mile

Sta. 597+50 to Sta. 623+00

The recommended total thickness of base course and wearing surface for this project is 17½ inches.

Submitted by Ray Webber
Ass't. Construction Engineer

Recommended by
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by
Ass't. State Highway Engineer

cc Ass't. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer (Chandler)
Resident Engineer (Stratton)
Soils Division

1/23/53

RECEIVED
FOR FILING

F-[illegible]

4054

January 14, 1953

Oregon State Highway Commission

Gentlemen:

We have completed the survey for reconstruction of the Moro Underpass on the Sherman Highway, and I attach a sketch map indicating the revised location. You will note that it is necessary to reconstruct approximately one-half mile of roadway in order to effect a suitable angle crossing underneath the railway.

We have an allotment of $50,000 of 1954 federal-aid primary funds for the reconstruction of this section.

This matter will be on the next agenda, and I recommend your approval of the survey as indicated so that the necessary rights of way may be acquired.

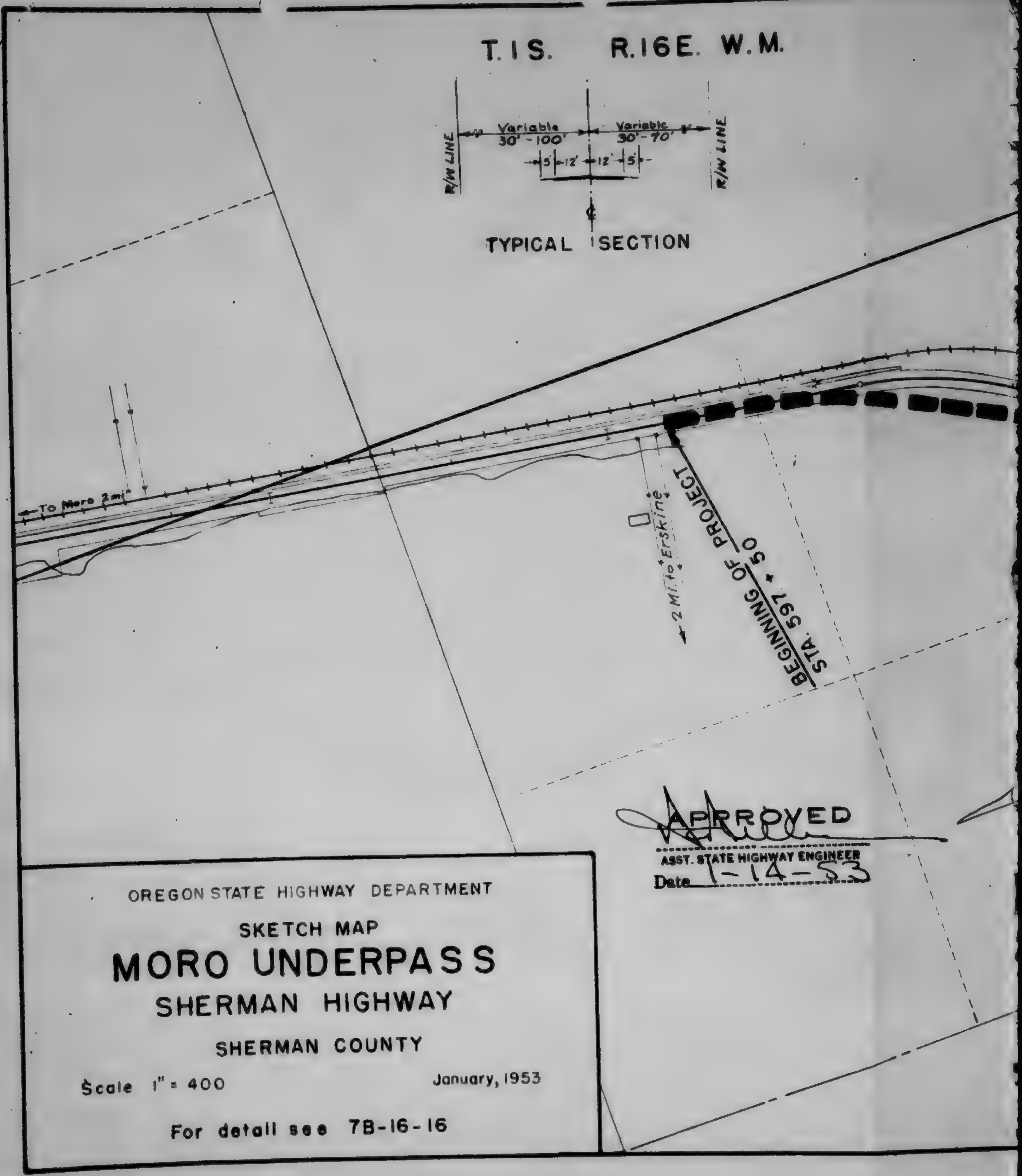
Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:me

Enclosure

cc Mr. H. G. Smith



APPROVED

ASST. STATE HIGHWAY ENGINEER

Date 1-14-53

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

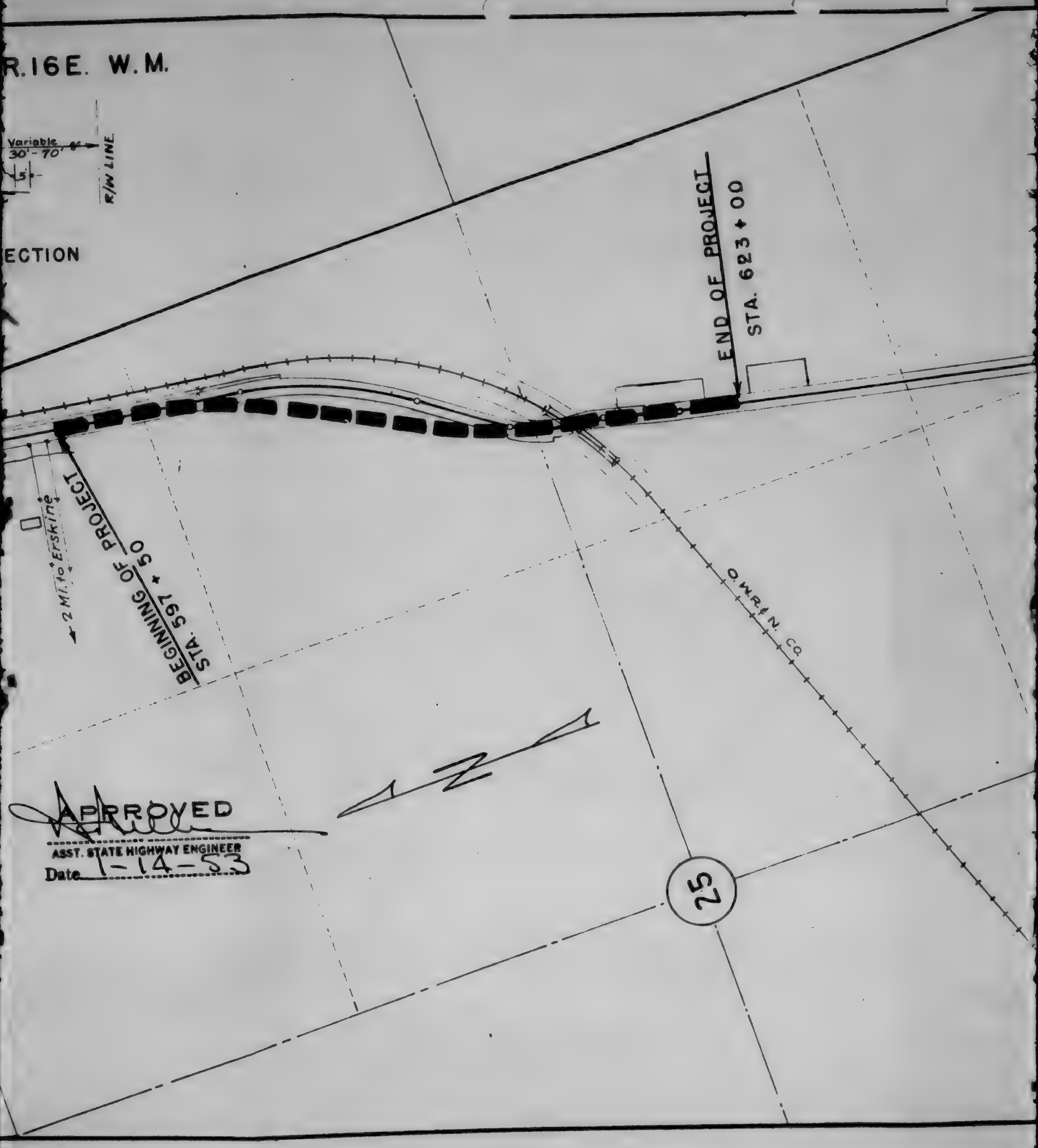
MORO UNDERPASS

SHERMAN HIGHWAY

SHERMAN COUNTY

Scale 1" = 400 January, 1953

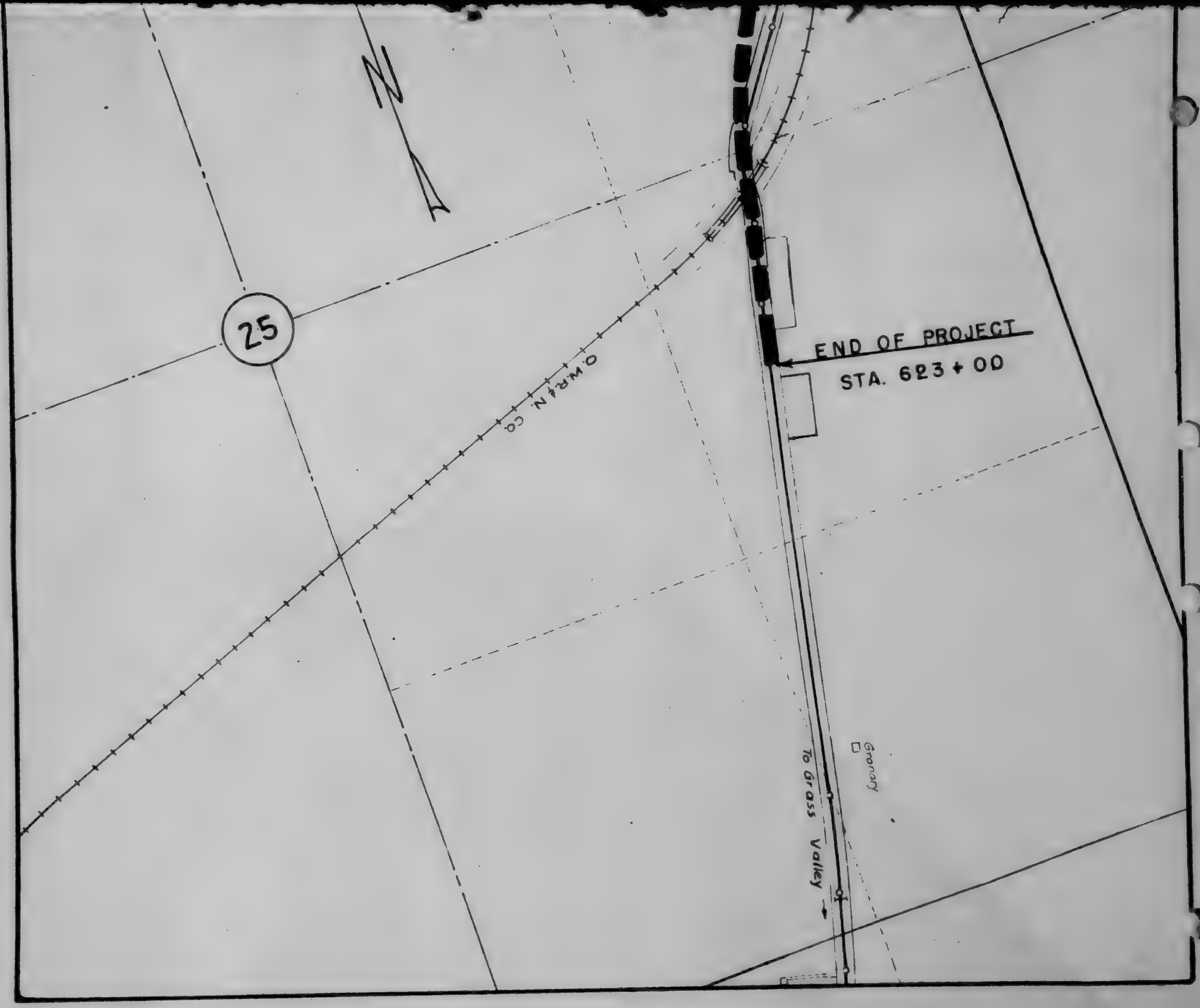
For detail see 7B-16-16



APPROVED

ASST. STATE HIGHWAY ENGINEER

Date 1-14-53


N
25
END OF PROJECT
STA. 623+00
O.W.R.& N. Co.
Granary
To Grass Valley

BF-262(9) Prairie Rd.-Eugene Unit, 1953
Junction City-Eugene Sec.,
#4055 Pacific Hwy.

RECEIVED
NOV 14 1955
FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 4, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4055	13-Final	T. C. Wildish	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
22360	R-135728	$ 8,107.87	11/3/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30 1954

Time Extensions: to Aug. 4, 1955 without penalty

Completion Date: Aug. 4, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-7-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
OCT 28 1955
FOR FILING

[illegible]
4055

October 27, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4055 for work performed on the Prairie Road-Eugene Unit, Junction City-Eugene Section of the Pacific Highway in Lane County was completed by the contractor, T. C. Wildish, on August 4 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $8,107.87 will be released to the contractor on or after November 7, 1955. The total contract amount is $272,272.89 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 4 1955
FOR FILING

EF-262(7)

4055

FORM 2-123 REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 3, 1955

Mr. T. C. Wildish
1972 West Broadway
Eugene, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from September 30, 1954 to and including August 4, 1955 within which to complete your contract No. 4055 covering the Prairie Road-Eugene unit, Junction City-Eugene Section of the Pacific Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

James Putnam,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
SEP 13 1955
FOR FILING

[illegible]

September 13, 1955

Request for extension of time
No. 5
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from T. C. Wildish for an extension of time on the Prairie Road Junction-Eugene Unit of the Pacific Highway, Contract No. 4055, from September 30, 1954 to and including August 4, 1955.

This project was completed in 1954 with the exception of the oiling of the shoulders and the placing of a seal coat, which was ordered after the contract was completed. The main roadway was open to travel by the specified completion date and no inconvenience was suffered by the traveling public nor was there added cost to the State.

I recommend that the extension be granted without penalty, and Mr. C. O. Polk of the Bureau of Public Roads concurs with the recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt 1g

OF-262 (9)

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Prairie Road - Eugene Unit Junction City - Eugene

For Week Ending August 27, 1955

Highway Pacific

Kind of work Grade and Pave

Contractor T. C. Wildish

Section prefix 20-1081

Date of contract November 6, 1953

Contract number 4055

Date work started November 4, 1953

Date of completion Spetember 30, 1954

Project authorization $301,290.48

Exclusive of Engineering $279,865.38

Estimated date of completion , 19

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $277,047.67

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $21,425.10

Engineering cost to date $24,577.79, 114.7 %

Date project was completed Aug 4, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final Report

The semi-final estimate has been completed and will be sent to the Division Office as soon as possible

NOTED OSCAR CUTLER

NOTED H. G. SMITH

	STATION	PLANS	FINAL
EXC.	499/50-655	8,567	5,065
EMB.	"	41,280	48,350

NOTED W. T. WRIGHT

RECEIVED AUG 30 1955 OFFICE OF CONSTRUCTION ENGINEER

NOTED

Signed J F Putnam

Address 2191 E 15th St. Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

RECEIVED

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.97	2.97		2.97	2.97
Miles partially completed					
Miles completed	2.97	2.97		2.97	2.97
Total estimated quantities	57,565 CY	27,517 CY		168 T	13,498.56 T
Estimated quantities moved or placed to date	57,565 CY	27,517 CY		168 T	13,498.56 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
AUG 24 1955
FOR FILING

EF-244 (1)
[illegible]

August 23, 1955

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to T. C. Wildish a portion of the funds heretofore retained by the Commission on contract No. 4055, covering the Prairie Road-Eugene Unit Junction City-Eugene Section of the Pacific Highway in Lane County.

This payment in the amount of $16,038.01 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $8,170.05. The present payment will be released on or after September 2, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
AUG 23 1955
FOR FILING

BF 262(9)
4055

August 18, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Prairie Road Junction-Eugene Contract No. 4055, Oregon BF-262(9) from November 30, 1954, to and including August 4, 1955, to T. C. Wildish, Contractor.

This project was completed in 1954 with the exception of the oiling of the shoulders and the placing of a seal coat which was ordered after the contract was completed.

The main roadway was open to travel and no inconvenience was suffered by the traveling public.

I recommend that the extension be granted without penalty.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

RECEIVED
AUG 10 1955
FOR FILING

August 9, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 4, 1955 on Contract No. 4055, Prairie Road-Eugene Unit, Junction City-Eugene Section, in Lane County, in connection with Federal Aid Project No. EF-262(9).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

cc: John Cottrell

RECEIVED
LIN

BF 262 (1)
1055

COMMISSIONERS:
W. R. ROBERTSON, Pres.
L. W. TROMMLITZ
HOWARD R. TAYLOR
STANLEY R. DARLING
OLUF A. HOUGLUM

R. B. BOALS
GENERAL SUPT.-SEC'Y.
◆ ◆ ◆
500 East 4th Avenue
EUGENE, OREGON
Phone 4-6211

EUGENE WATER & ELECTRIC BOARD

MUNICIPAL UTILITIES

October 20, 1954

1055

Oregon State Highway Department
Salem, Oregon

Attn: Mr. H. G. Smith, Construction Engineer ✓

Dear Sir:

We would greatly appreciate having prints of your construction drawings for Pacific Highway, Prairie Road, Eugene unit, Project No. BF-262(9), Sheets 1 through 13 inclusive, at 1" to 50' scale.

Yours very truly,

EUGENE WATER & ELECTRIC BOARD

By Arthur W. Bevers

Arthur W. Bevers
Chief Draftsman

AWB:rh

RECEIVED

RECEIVED
1954
STATE HIGHWAY [illegible]

RECEIVED
OCT 15 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1954

SUBJECT:

To:
Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

I am attaching a sketch which shows the Traffic and Construction Department's idea of the treatment to be used to insulate the frontage road from Station 611 to Station 616+ on the easterly side of the Prairie Road-Eugene Section of the reconstructed Pacific Highway.

While it will probably bring complaints from the abutting owners, it would appear that some barrier would be needed to prevent indiscriminate driving onto the northbound lanes.

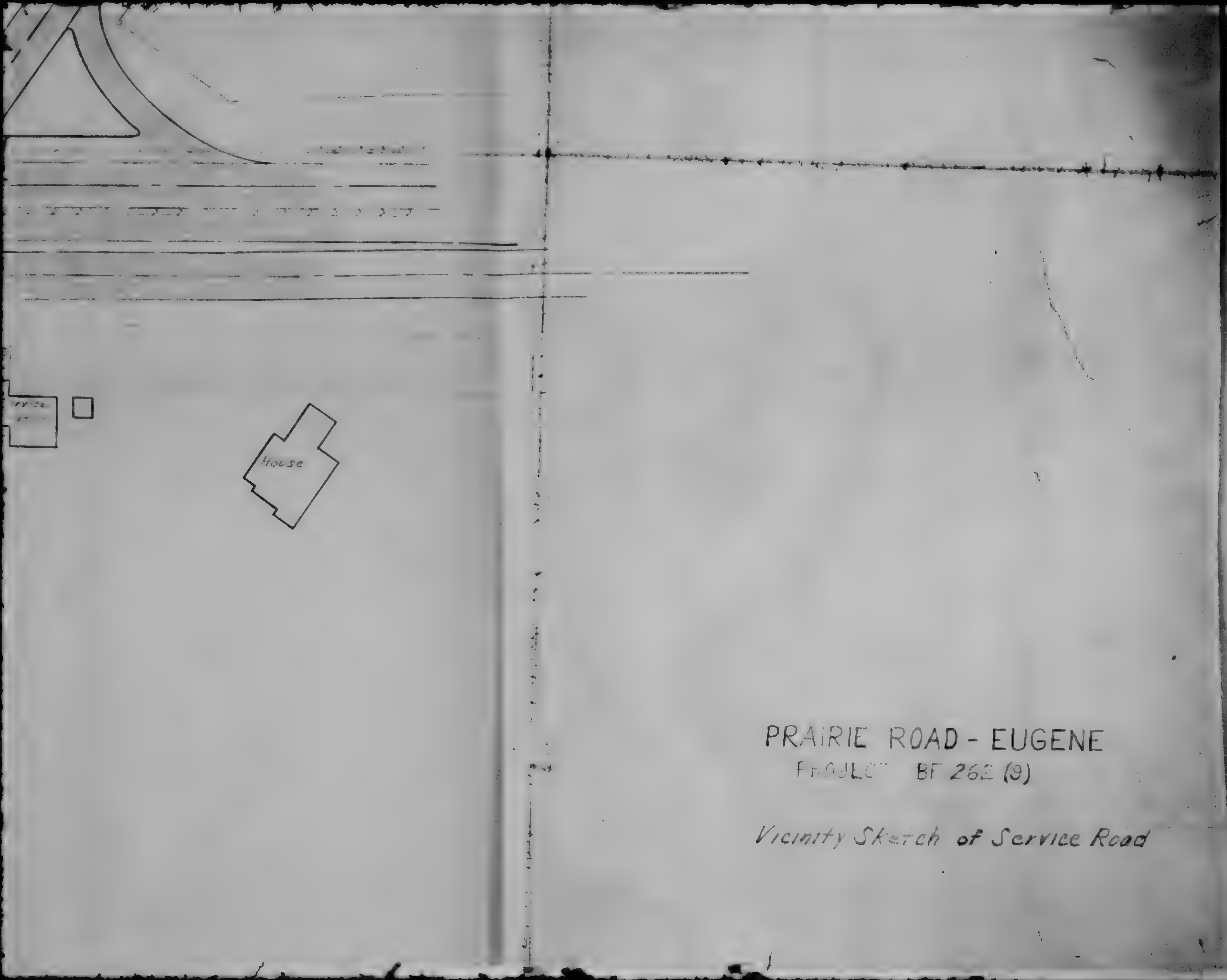
I suggest that we attempt to build it.

Very truly yours,

H. G. Smith
Construction Engineer

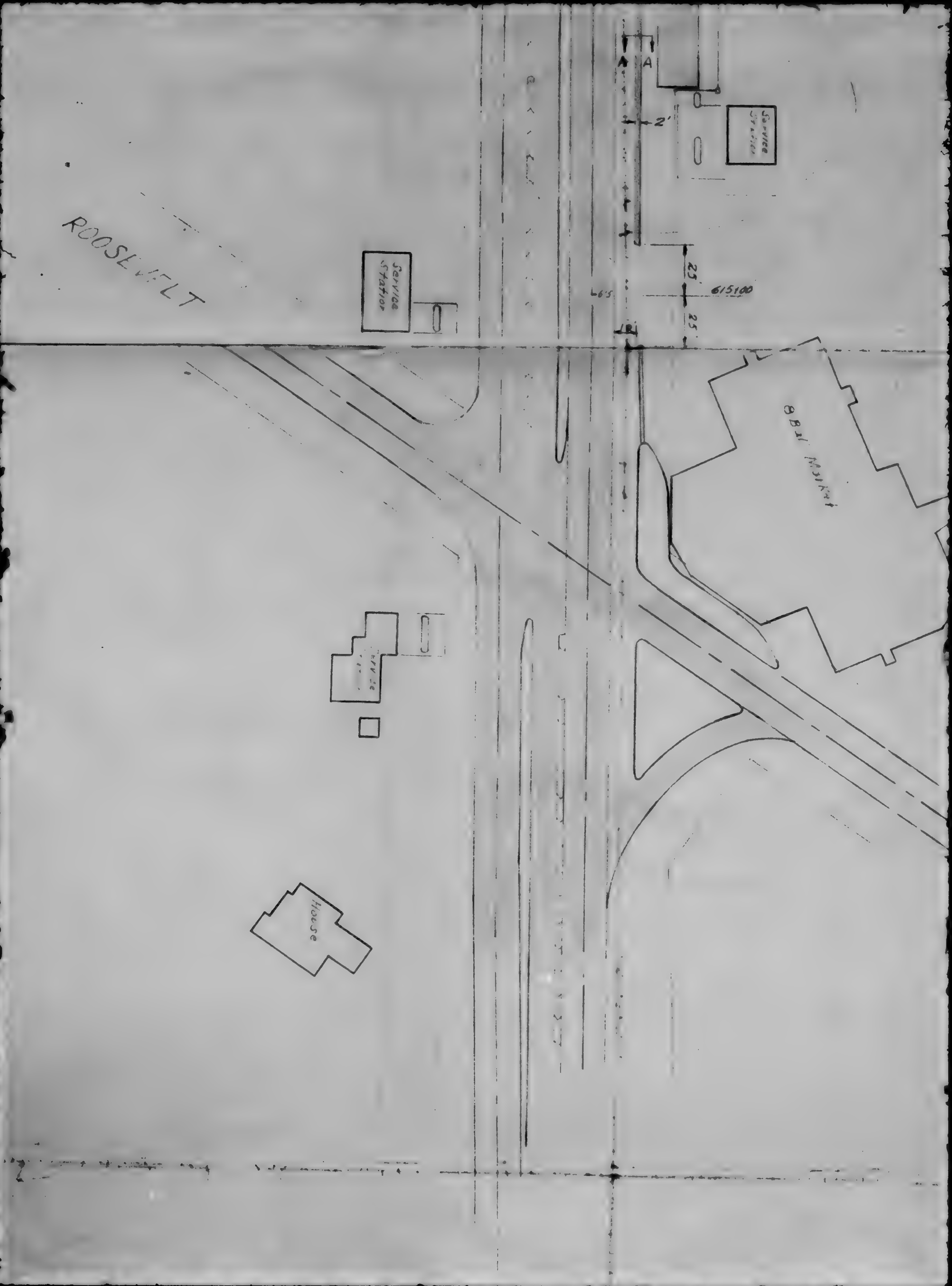
By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

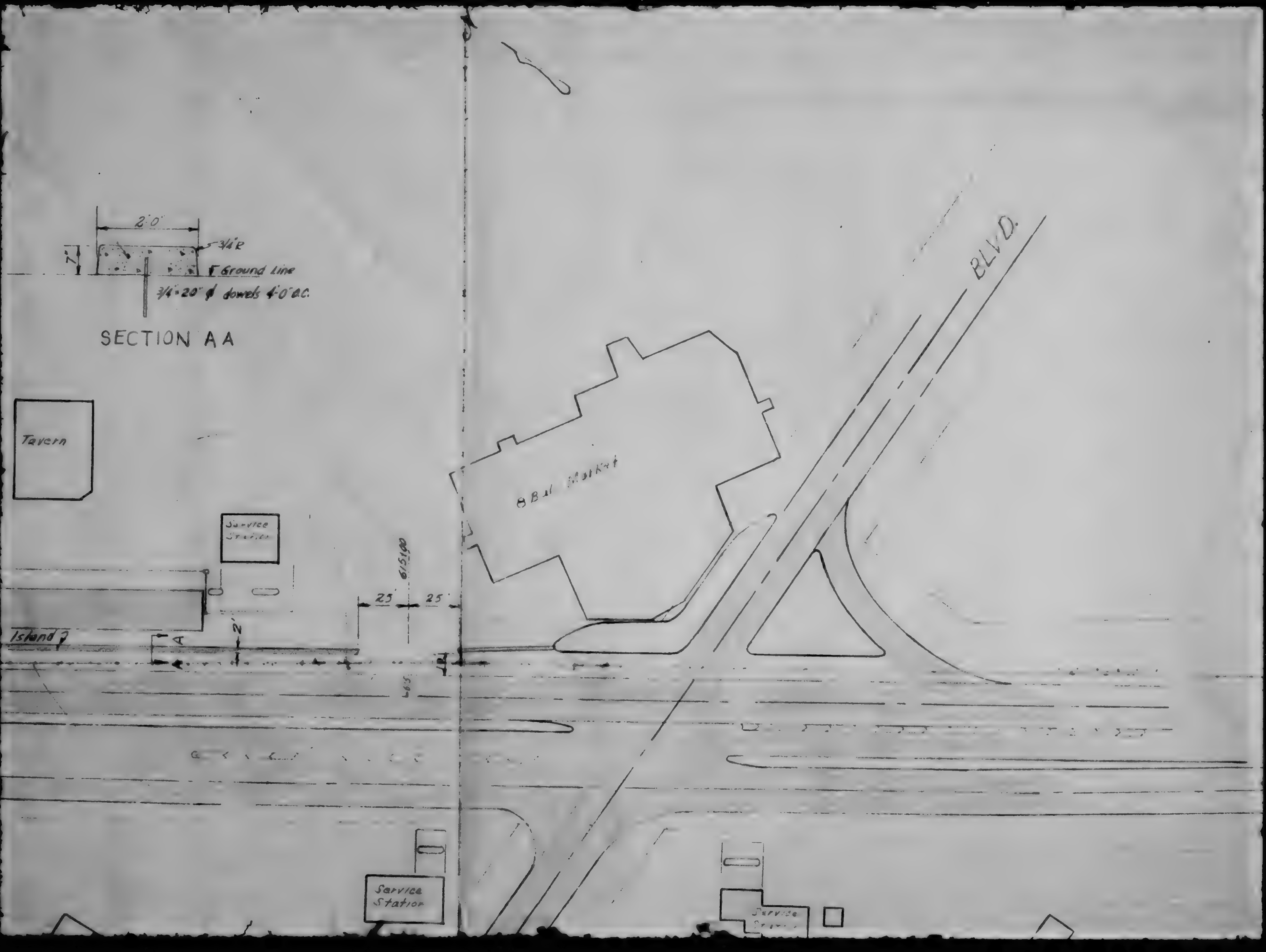
FC:js
Encls. 3
cc: W. C. Williams, with sketch
F. B. Crandall

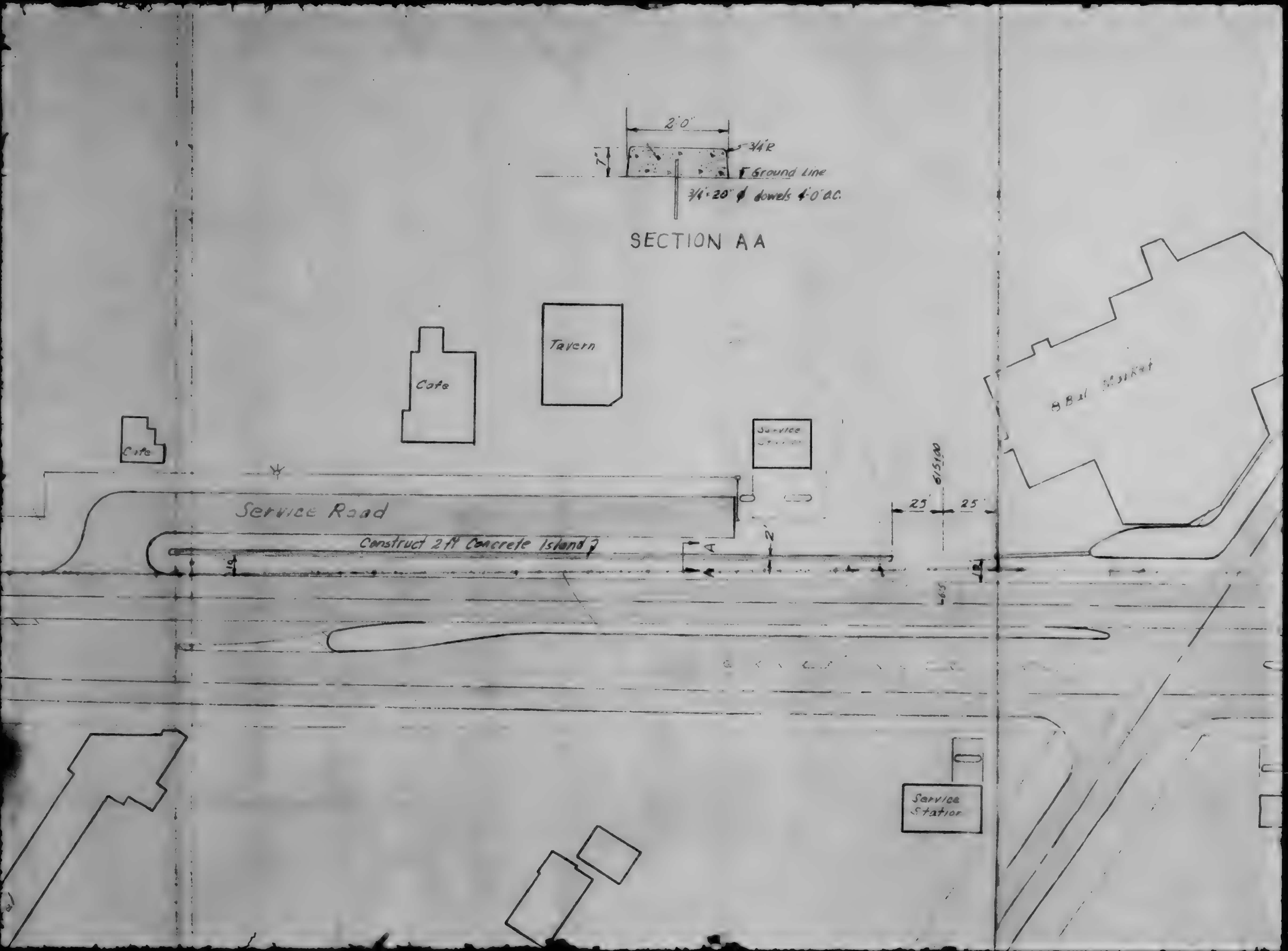


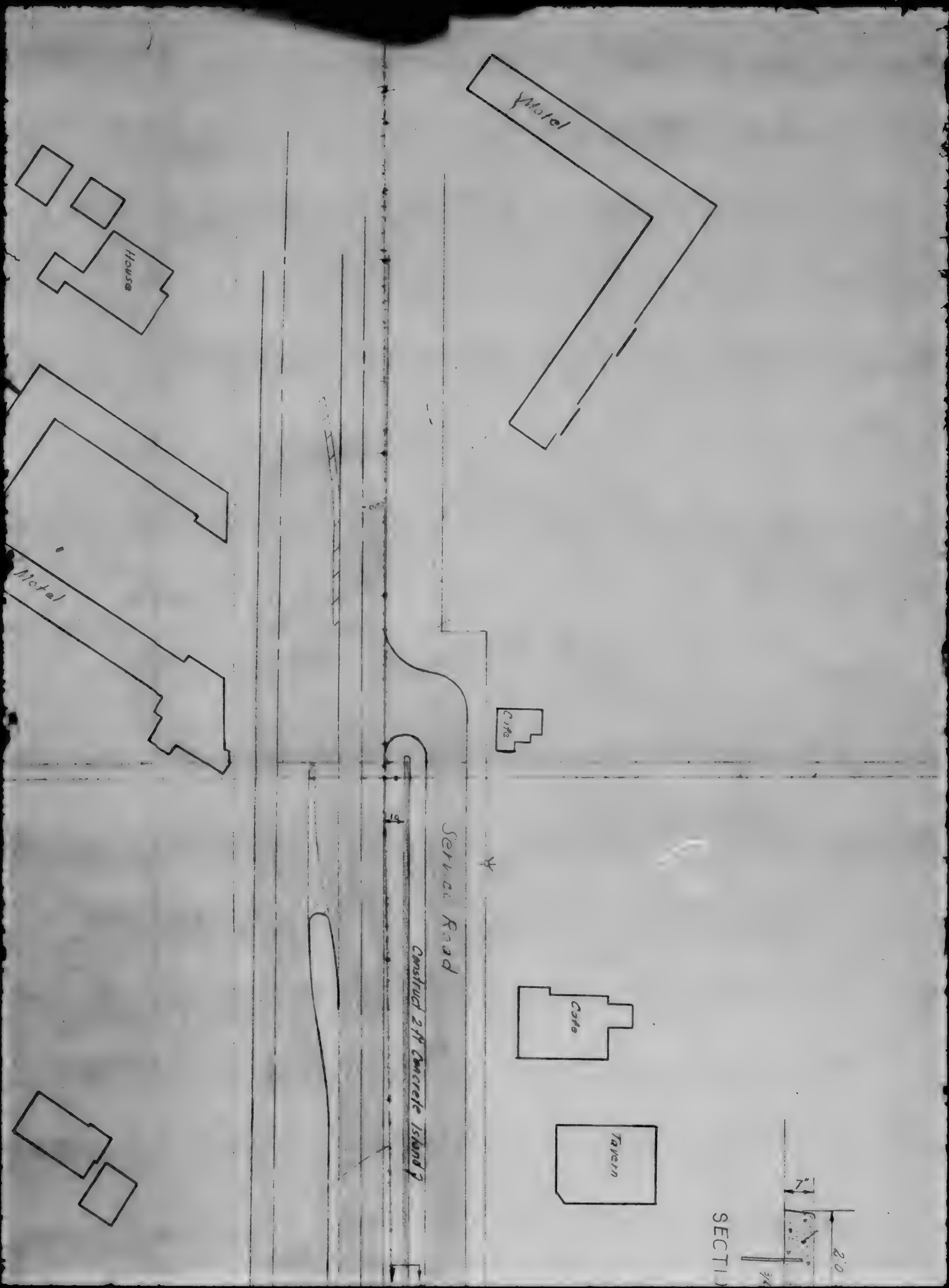
PRAIRIE ROAD - EUGENE
PROJECT BF 262 (9)

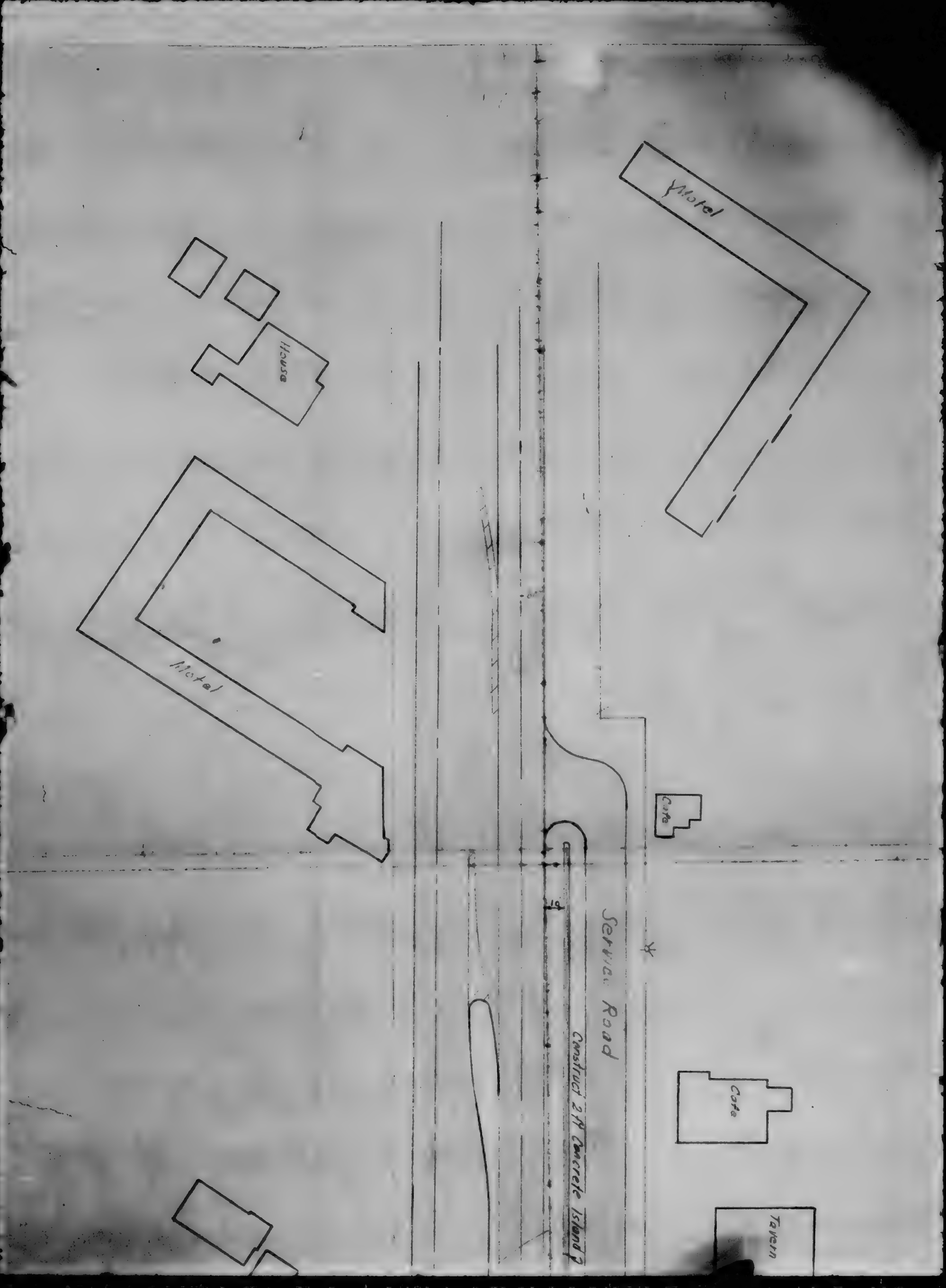
Vicinity Sketch of Service Road


A
A
2'
Service Station
ROOSEVELT
Service Station
25'
615+00
6'5
25'
Market
Service
House


2'0"
7"
3/4"R
Ground Line
3/4"×20" ϕ dowels 4'-0" o.c.
SECTION AA
Tavern
Service Station
Island ?
A
A
2'
25'
25'
615+00
8 Ball Market
BLVD.
Service Station
Service Station

2'0"
7"
3/4"R
Ground Line
3/4"×20" ϕ dowels 4'0" o.c.
SECTION AA
Tavern
Cafe
Cafe
Service
Market
Service Road
Construct 2 ft Concrete Island
10
A
A
2'
25'
25'
615+00
6.5
12
Service Station


Motel
House
Motel
Cafe
Service Road
Construct 2 ft Concrete Island
Cafe
Tavern
SECTI
7"
2'0"
3/4


Motel
House
Motel
Cafe
10
Service Road
Construct 2 ft Concrete Island
Cafe
Tavern

Form PR 2 (Revised 1950)

4.55

R8

State Oregon

Federal Aid Bond Issue

Project No. BF-262(9)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of June, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 1953, a program, which was approved on the 1st day of September, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved ~~recommended for approval~~ by the District Engineer of the Bureau of Public Roads on the 9th day of September, 1953; and

Whereas the District ~~Division~~ Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred twenty-five thousand and 00/100 dollars ($225,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of bonds as follows:

(Include date and citation of act of legislature by which authorized)

Authorised by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 499+10 in the SW 1/4, Section 15, T. 17 S., R. 4 W., W.M., and survey station 658+50 in the NE 1/4, Section 35, T. 17 S., R. 4 W., W.M., without exception,

, length 3.019 miles, in Lane County, being Oregon Federal Aid Bond/Issue project No. BF-262(9), consisting of 2.967 miles of roadway and two bridges, each of more than 20 feet clear span, 0.052 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **two hundred twenty-five thousand, and 00/100** dollars ($**225,000.00**), which does not exceed the authorized Federal pro rata share of **three hundred sixty-two thousand, nine hundred sixty and 14/100** dollars ($**362,960.14**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest Floyd Query
Ass't. SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Bureau of Public Roads.

JUN 21

RECEIVED
DIVISION
JUN 17

Oregon State Highway Department

Federal Aid Project
No. BF-262 (9)

PRAIRIE ROAD-EUGENE SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement; based on low bid prices.)

Salem, Oregon; April 1, 1954

Type Code 9672
Roadway (Sta. 499+10 to Sta. 524+72) (Sta. 525+35 to Sta. 629+76)
(Sta. 631+85.2 to Sta. 658+50) (Contract No. 4055)

All Required		Clearing and Grubbing		$ 500.00
180	sq. yds.	Removal of Pavement	$ 1.00	180.00
4	only	Removal of Catch Basins	10.00	40.00
1,200	lin. ft.	Removal of Curbs	0.30	360.00
All Required		Removal of Bridge		2,000.00
2,600	cu. yds.	Structural Excavation, Unclassified	2.00	5,200.00
46,700	cu. yds.	Special Borrow Excavation, Unclassified	0.60	28,020.00
9,400	cu. yds.	General Excavation, Unclassified	0.30	2,820.00
510,000	yd. sta.	Short Overhaul	0.03	15,300.00
64,000	C-yd. sta.	Long Overhaul	0.45	28,800.00
2.68	miles	Finishing Roadbed and Slopes	1,000.00	2,680.00
30	lin. ft.	12-inch Concrete Pipe	1.95	58.50
150	lin. ft.	18-inch Concrete Pipe	3.40	510.00
50	lin. ft.	24-inch Concrete Pipe	4.85	242.50
4	lin. ft.	30-inch Concrete Pipe	6.00	24.00
1,200	lin. ft.	8-inch Sewer Pipe	1.25	1,500.00
1,200	lin. ft.	12-inch Sewer Pipe	1.70	2,040.00
1,200	lin. ft.	18-inch Sewer Pipe	3.16	3,792.00
14	lin. ft.	21-inch Sewer Pipe	4.09	57.26
1,150	lin. ft.	24-inch Sewer Pipe	5.19	5,968.50
1,200	lin. ft.	30-inch Sewer Pipe	6.69	8,028.00
1,300	lin. ft.	Salvaging Culvert Pipe	1.00	1,300.00
23	only	Concrete Catch Basins	75.00	1,725.00
18	only	Concrete Manholes	200.00	3,600.00
36	cu. yds.	Class "A" Concrete in Box Culverts	55.00	1,980.00
4,800	lbs.	Metal Reinforcement in Box Culverts	0.11	528.00
55	cu. yds.	Concrete Curbs and Gutters	40.00	2,200.00
50	only	3/4" x 18" Dowel Bars in Gutters	0.45	22.50
180	only	3/4" x 8" Dowel Bars in Curbs	0.35	63.00
460	cu. yds.	Concrete Islands	30.00	13,800.00
20	only	Corrugated Metal Sight Posts	3.35	67.00
2,400	lin. ft.	Salvaging and Reinstalling Guard Rail	1.00	2,400.00

26,000	cu. yds.	Selected Roadbed Topping	$ 0.65	$ 16,900.00
33,000	yd. mi.	Hauling Roadbed Topping	0.25	8,250.00
4,900	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.25	11,025.00
900	M-gal.	Sprinkling	2.50	2,250.00
540	cu. yds.	3/4" - 0 Material in Binder Course	3.00	1,620.00
90	tons	RC-3 Asphalt in Binder Course	40.00	3,600.00
8	tons	RS-1 Asphalt in Tack Coat	40.00	320.00
11,760	tons	Class "B" Asphaltic Concrete	6.00	70,560.00
630	cu. yds.	Aggregates in Shoulder Oiling	3.00	1,890.00
50	tons	150-200 Asphalt in Shoulder Oiling	37.00	1,850.00
14	tons	RS-1 Asphalt in Shoulder Oiling	40.00	560.00
7,600	lin. ft.	1-inch Asphaltic Concrete Traffic Markers	0.20	1,520.00
			Subtotal	$256,151.26
			10% Engr. & Cont.	25,615.13
			Total	$281,766.39

Type Code X021
Bridge Widening (Sta. 524+72 to Sta. 525+35) (Contract No. 4055)

All Required		Alteration to Existing Structure		$ 1,250.00
20	cu. yds.	Excavation for Structure	$ 3.00	60.00
530	lin. ft.	Furnish Treated Piling	1.25	662.50
28	only	Drive Piles	45.00	1,260.00
80	cu. yds.	Class "A" Concrete	55.00	4,400.00
23,000	lbs.	Metal Reinforcement	0.11	2,530.00
2.0	M-FBM	Treated Lumber in Place	320.00	640.00
40	tons	Class "B" Asphaltic Concrete	6.00	240.00
100	lin. ft.	1-inch Asphaltic Concrete Traffic Markers	0.20	20.00
				$ 11,062.50

Type Code X121
North Eugene Overcrossing (Sta. 629+76.0 to Sta. 631+85.2) (Contract No. 4098)

380	cu. yds.	Structural Excavation	$ 7.00	$ 2,660.00
10	cu. yds.	Excavation Below Elevation Shown	20.00	200.00
680	lin. ft.	Furnish Steel Piling	4.75	3,230.00
22	only	Drive Steel Piles	60.00	1,320.00
500	cu. yds.	Class "A" Concrete	65.00	32,500.00
130,000	lbs.	Metal Reinforcement	0.11	14,300.00
230	lin. ft.	Concrete Rail	16.00	3,680.00
120	lin. ft.	8-inch Metal Drain Pipe	3.00	360.00
All Required		Alteration to Existing Structure		3,800.00
All Required		Embankment in Place		700.00
				$ 62,750.00
			Subtotal	$ 73,812.50
			10% Engr. & Cont.	7,381.25
			Total	$ 81,193.75

Length of Roadway	2.967 Miles
Length of 2 Structures	0.052 Mile
Total Length	3.019 Miles
Cost of Roadway per Mile	$94,966.76

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$281,766.39	$174,668.00	$107,098.39
Structures	81,193.75	50,332.00	30,861.75
	$362,960.14	$225,000.00	$137,960.14

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951; Chap. 20, laws 1953.
State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. UF-262 (9)

PRAIRIE ROAD-EUGENE SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 29, 1953

Type Code 9672
Roadway (Sta. 499+10 to Sta. 524+72) (Sta. 525+35 to Sta. 629+76)
(Sta. 631+85.2 to Sta. 658+50) (Contract No. 4055)

All Required		Clearing and Grubbing		$ 500.00
180	sq. yds.	Removal of Pavement	$ 1.00	180.00
4	only	Removal of Catch Basins	10.00	40.00
1,200	lin. ft.	Removal of Curbs	0.30	360.00
All Required		Removal of Bridge		2,000.00
2,600	cu. yds.	Structural Excavation, Unclassified	2.00	5,200.00
46,700	cu. yds.	Special Borrow Excavation, Unclassified	0.60	28,020.00
9,400	cu. yds.	General Excavation, Unclassified	0.30	2,820.00
510,000	yd. sta.	Short Overhaul	0.03	15,300.00
64,000	C-yd. sta.	Long Overhaul	0.45	28,800.00
2.68	mi.	Finishing Roadbed and Slopes	1,000.00	2,680.00
30	lin. ft.	12-inch Concrete Pipe	1.95	58.50
150	lin. ft.	18-inch Concrete Pipe	3.40	510.00
50	lin. ft.	24-inch Concrete Pipe	4.85	242.50
4	lin. ft.	30-inch Concrete Pipe	6.00	24.00
1,200	lin. ft.	8-inch Sewer Pipe	1.25	1,500.00
1,200	lin. ft.	12-inch Sewer Pipe	1.70	2,040.00
1,200	lin. ft.	15-inch Sewer Pipe	3.16	3,792.00
14	lin. ft.	21-inch Sewer Pipe	4.09	57.26
1,150	lin. ft.	24-inch Sewer Pipe	5.19	5,968.50
1,200	lin. ft.	30-inch Sewer Pipe	6.69	8,028.00
1,300	lin. ft.	Salvaging Culvert Pipe	1.00	1,300.00
23	only	Concrete Catch Basins	75.00	1,725.00
18	only	Concrete Manholes	200.00	3,600.00
36	cu. yds.	Class "A" Concrete in Box Culverts	55.00	1,980.00
4,800	lbs.	Metal Reinforcement in Box Culverts	0.11	528.00
55	cu. yds.	Concrete Curbs and Gutters	40.00	2,200.00
50	only	3/4" x 18" Dowell Bars in Gutters	0.45	22.50
180	only	3/4" x 8" Dowell Bars in Curbs	0.35	63.00
460	cu. yds.	Concrete Islands	30.00	13,800.00
20	only	Corrugated Metal Sight Posts	3.35	67.00
2,400	lin. ft.	Salvaging and Reinstalling Guard Rail	1.00	2,400.00

26,000	cu. yds.	Selected Roadbed Topping	$ 0.65	$ 16,900.00
33,000	yd. mi.	Hauling Roadbed Topping	0.25	8,250.00
4,900	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.25	11,025.00
900	M-gal.	Sprinkling	2.50	2,250.00
540	cu. yds.	3/4" - 0 Material in Binder Course	3.00	1,620.00
90	tons	RC-3 Asphalt in Binder Course	40.00	3,600.00
8	tons	RS-1 Asphalt in Tack Coat	40.00	320.00
11,760	tons	Class "B" Asphaltic Concrete	6.00	70,560.00
630	cu. yds.	Aggregates in Shoulder Oiling	3.00	1,890.00
50	tons	150-200 Asphalt in Shoulder Oiling	37.00	1,850.00
14	tons	RS-1 Asphalt in Shoulder Oiling	40.00	560.00
7,600	lin. ft.	1-inch Asphaltic Concrete Traffic Markers	0.20	1,520.00
			Subtotal	$256,151.26
			10% Engr. & Cont.	25,615.13
			Total	$281,766.39

Type Code X021
Bridge Widening (Sta. 524+72 to Sta. 525+35) (Contract No. 4055)

All Required		Alteration to Existing Structure		$ 1,250.00
20	cu. yds.	Excavation for Structure	$ 3.00	60.00
530	lin. ft.	Furnish Treated Piling	1.25	662.50
28	only	Drive Piles	45.00	1,260.00
80	cu. yds.	Class "A" Concrete	55.00	4,400.00
23,000	lbs.	Metal Reinforcement	0.11	2,530.00
2.0	M-FBM	Treated Lumber in Place	320.00	640.00
40	tons	Class "B" Asphaltic Concrete	6.00	240.00
100	lin. ft.	1-inch Asphaltic Concrete Traffic Markers	0.20	20.00
				$ 11,062.50

Type Code X121
North Eugene Overcrossing (Sta. 629+76.0 to Sta. 631+85.2)

380	cu. yds.	Structural Excavation	$ 10.00	$ 3,800.00
10	cu. yds.	Excavation Below Elevation Shown	15.00	150.00
680	lin. ft.	Furnish Steel Piling	6.00	4,080.00
22	only	Drive Steel Piles	60.00	1,320.00
500	cu. yds.	Class "A" Concrete	75.00	37,500.00
130,000	lbs.	Metal Reinforcement	0.11	14,300.00
230	lin. ft.	Concrete Rail	15.00	3,450.00
120	lin. ft.	8-inch Metal Drain Pipe	4.00	480.00
All Required		Alteration to Existing Structure		5,000.00
All Required		Embankment in Place		750.00
				$ 70,830.00
			Subtotal	$ 81,892.50
			10% Engr. & Cont.	8,189.25
			Total	$ 90,081.75

Length of Roadway	2.967 Miles
Length of 2 Structures	0.052 Mile
Total Length	3.019 Miles
Cost of Roadway per Mile	$94,966.76

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$281,766.39	$174,282.00	$107,484.39
Structures	90,081.75	55,718.00	34,363.75
	$371,848.14	$230,000.00	$141,848.14

Oregon State Highway Department

Federal Aid Project
No. BF-262 (9)

PRAIRIE ROAD-EUGENE SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 10, 1953

Type Code 9672
Roadway (Sta. 499+10 to Sta. 524+72)(Sta. 525+35 to Sta. 629+76)
(Sta. 631+85.2 to Sta. 658+50)

All Required		Clearing and Grubbing		$ 4,000.00
180	sq. yds.	Removal of Pavement	$ 1.50	270.00
4	only	Removal of Catch Basins	35.00	140.00
1,200	lin. ft.	Removal of Curbs	0.60	720.00
All Required		Removal of Bridge		1,500.00
2,600	cu. yds.	Structural Excavation, Unclassified	3.00	7,800.00
46,700	cu. yds.	Special Borrow Excavation, Unclassified	0.45	21,015.00
9,400	cu. yds.	General Excavation, Unclassified	0.60	5,640.00
510,000	yd. sta.	Short Overhaul	0.02	10,200.00
64,000	C-yd. sta.	Long Overhaul	0.45	28,800.00
2.68	miles	Finishing Roadbed and Slopes	600.00	1,608.00
30	lin. ft.	12-inch Concrete Pipe	2.00	60.00
150	lin. ft.	18-inch Concrete Pipe	3.50	525.00
50	lin. ft.	24-inch Concrete Pipe	4.50	225.00
4	lin. ft.	30-inch Concrete Pipe	7.00	28.00
1,200	lin. ft.	8-inch Sewer Pipe	1.50	1,800.00
1,200	lin. ft.	12-inch Sewer Pipe	2.00	2,400.00
1,200	lin. ft.	18-inch Sewer Pipe	3.00	3,600.00
14	lin. ft.	21-inch Sewer Pipe	3.50	49.00
1,150	lin. ft.	24-inch Sewer Pipe	4.00	4,600.00
1,200	lin. ft.	30-inch Sewer Pipe	5.50	6,600.00
1,300	lin. ft.	Salvaging Culvert Pipe	2.00	2,600.00
23	only	Concrete Catch Basins	75.00	1,725.00
18	only	Concrete Manholes	275.00	4,950.00
36	cu. yds.	Class "A" Concrete in Box Culverts	60.00	2,160.00
4,800	lbs.	Metal Reinforcement in Box Culverts	0.15	720.00
55	cu. yds.	Concrete Curbs and Gutters	50.00	2,750.00
50	only	3/4" x 18" Dowel Bars in Gutters	0.50	25.00

180	only	3/4" x 8" Dowel Bars in Curbs	$ 0.50	$ 90.00
460	cu. yds.	Concrete Islands	45.00	20,700.00
20	only	Corrugated Metal Sight Posts	4.00	80.00
2,400	lin. ft.	Salvaging and Reinstalling Guard Rail	2.00	4,800.00
26,000	cu. yds.	Selected Roadbed Topping	0.60	15,600.00
33,000	yd. mi.	Hauling Roadbed Topping	0.15	4,950.00
4,900	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.75	13,475.00
900	M-gal.	Sprinkling	2.50	2,250.00
540	cu. yds.	3/4" - 0 Material in Binder Course	3.75	2,025.00
90	tons	RC-3 Asphalt in Binder Course	42.00	3,780.00
8	tons	RS-1 Asphalt in Tack Coat	50.00	400.00
11,760	tons	Class "A" Asphaltic Concrete	6.00	70,560.00
630	cu. yds.	Aggregates in Shoulder Oiling	4.00	2,520.00
50	tons	150-200 Asphalt in Shoulder Oiling	42.00	2,100.00
15	tons	RS-1 Asphalt in Shoulder Oiling	50.00	700.00
7,600	lin. ft.	1-inch Asphaltic Concrete Traffic Markers	0.75	5,700.00
			Subtotal	$266,240.00
			10% Engr. & Cont.	26,624.00
			Total	$292,864.00

Type Code X021
Bridge Widening (Sta. 524+72 to Sta. 525+35)

All Required		Alteration to Existing Structure		$ 3,000.00
20	cu. yds.	Excavation For Structure	$ 3.00	60.00
530	lin. ft.	Furnish Treated Piling	1.50	795.00
28	only	Drive Piles	60.00	1,680.00
80	cu. yds.	Class "A" Concrete	65.00	5,200.00
23,000	lbs.	Metal Reinforcement	0.12	2,760.00
2.0	M-FBM	Treated Lumber in Place	300.00	600.00
40	tons	Class "B" Asphaltic Concrete	6.00	240.00
100	lin. ft.	1-inch Asphaltic Concrete Traffic Markers	0.75	75.00
			Subtotal	$ 14,410.00
			10% Engr. & Cont.	1,441.00
			Total	$ 15,851.00

Length of Roadway	2.967 miles
Length of 2 Structures	0.052 mile
Total Length	3.019 miles
Cost of Roadway per mile	$98,707.11

180	only	3/4" x 8" Dowel Bars in Curbs	$ 0.50	$ 90.00
460	cu. yds.	Concrete Islands	45.00	20,700.00
20	only	Corrugated Metal Sight Posts	4.00	80.00
2,400	lin. ft.	Salvaging and Reinstalling Guard Rail	2.00	4,800.00
26,000	cu. yds.	Selected Roadbed Topping	0.60	15,600.00
33,000	yd. mi.	Hauling Roadbed Topping	0.15	4,950.00
4,900	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.75	13,475.00
900	M-gal.	Sprinkling	2.50	2,250.00
540	cu. yds.	3/4" - 0 Material in Binder Course	3.75	2,025.00
90	tons	RC-3 Asphalt in Binder Course	42.00	3,780.00
8	tons	RS-1 Asphalt in Tack Coat	50.00	400.00
11,760	tons	Class "A" Asphaltic Concrete	6.00	70,560.00
630	cu. yds.	Aggregates in Shoulder Oiling	4.00	2,520.00
50	tons	150-200 Asphalt in Shoulder Oiling	42.00	2,100.00
15	tons	RS-1 Asphalt in Shoulder Oiling	50.00	700.00
7,600	lin. ft.	1-inch Asphaltic Concrete Traffic Markers	0.75	5,700.00
			Subtotal	$266,240.00
			10% Engr. & Cont.	26,624.00
			Total	$292,864.00

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Bridge Widening (Sta. 524+72 to Sta. 525+35)

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23,000	lbs.	Metal Reinforcement	0.12	2,760.00
2.0	M-FBM	Treated Lumber in Place	300.00	600.00
40	tons	Class "B" Asphaltic Concrete	6.00	240.00
100	lin. ft.	1-inch Asphaltic Concrete Traffic Markers	0.75	75.00
			Subtotal	$ 14,410.00
			10% Engr. & Cont.	1,441.00
			Total	$ 15,851.00

Length of Roadway	2.967 miles
Length of 2 Structures	0.052 mile
Total Length	3.019 miles
Cost of Roadway per mile	$98,707.11

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$292,864.00	$181,193.00	$111,671.00
Structure	15,851.00	9,807.00	6,044.00
	$308,715.00	$191,000.00	$117,715.00

FORM E-30 25M 9-51 52318

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
January 27, 1954

SUBJECT: File Pux 96 - N. of Eugene Overcrossing
Coos Bay Branch Southern Pacific Co.
Lane County, Pacific Highway

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission original and first copy of construction agreement with Southern Pacific Company covering the widening of the existing overcrossing on the Pacific Highway just North of Eugene. The original easement agreement was dated January 11, 1936, and no additional easement is necessary.

The construction agreement has been examined by Mr. G. S. Paxson and found satisfactory and has been approved as to form by Mr. Enfield and myself.

After execution by the State Highway Commission, please return both copies direct to me for further handling.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. G. S. Paxson
Mr. W. C. Williams ✓

RECEIVED
DEC 18 1953
FOR FILING

4055

December 17, 1953

Mr. T. C. Wildish
1072 West Broadway
Eugene, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4055, which was awarded to you on November 6, 1953 by the State Highway Commission, for grading and paving on the Prairie Road-Eugene Unit, Junction City-Eugene Section of the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form E-61-15M-6-50

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

NOTED
W. C. WILLIAMS

LABORATORY REPORT

Project	405 Prairie Road-Eugene			Prefix No.	20-1081
Highway	Pacific			County	Lane
Contractor	R. G. Wildish	Contract No.	4055	F. A. Project No.	FP-262(9)
Submitted by	J. E. Putnam			Date reported	Dec. 10, 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material 0.3 mi. E of M.P. 119.1, Pacific Hwy. Sampled at 4'-24'

Date received Dec. 7, 1953

To be used Base Surfacing

Quantity represented

Sampled by F. W. Redmond

TEST RESULTS

Laboratory No. 325266

Data Sheet No. A30863

Type of material Gravel

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	11.4	11.4	
1¼	24.3	35.7	
1½	24.3	35.7	
1	22.7	58.4	
3/4	4.4	62.8	
1/2	5.7	68.5	
1/4	11.3	79.8	
10	8.7	88.5	
40	5.2	93.7	
Pass	6.3	6.3	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	28.1	
Specific gravity (Le Chatelier)	2.70	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	12	%
Manufactured fines	12	%
Liquid limit: Natural fines		%
Manufactured fines		%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
x Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
x Resident Engineer Edwards
x Dist. Maint. Supt. Putnam
Foreman
Files
x
x W. C. Williams
x Redmond

Engineer of Materials

State Printing 08820

Form E-81—1M—6-50

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]T
Materials Division

NOTED
W. C. WILLIAMS

LABORATORY REPORT

Project 405 Prairie Road-Eugene
Highway Pacific
Contractor P. G. Wildish
Submitted by J. F. Putnam

Contract No. 4055

Prefix No. 20-1081
County Lane
F. A. Project No. F-262(9)
Date reported Dec. 10, 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material 0.3 mi. E of M.P. 119.1, Pacific Hwy.
Sampled at 4'-24'
To be used Base Surfacing
Sampled by P. W. Redmond
Date received Dec. 7, 1953
Quantity represented

TEST RESULTS

Laboratory No. 325266
Data Sheet No. 430863

Type of material Gravel
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	11.4	11.4	
1¼	24.3	35.7	
1½	24.3	35.7	
1	22.7	58.4	
3/4	4.4	62.8	
1/2	5.7	68.5	
1/4	11.3	79.8	
10	8.7	88.5	
40	5.2	93.7	
Pass	6.3	6.3	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler 28.1
Specific gravity (Le Chatelier) 2.7[illegible]
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 12 %
Manufactured fines 12 %
Liquid limit: Natural fines %
Manufactured fines %

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
x Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
x Resident Engineer Edwards
x Dist. Maint. Supt. Putnam
Foreman
Files
x
x W. C. Williams
x Redmond

Engineer of Materials

State Printing 06226

Form E-61—15M—6-53

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project Prairie Road-Eugene
Highway Pacific
Contractor T. C. Wildish
Submitted by J. W. Putnam
Contract No. 4055
Prefix No. 20-1081
County Lane
F. A. Project No. F-262(9)
Date reported Dec. 10, 1953

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material 0.3 mi. west of M.P. 119.61, Pac. Hwy.
Sampled at 0-24'
To be used Base Surfacing
Sampled by F. W. Redmond
Date received Dec. 7, 1953
Quantity represented

TEST RESULTS

Laboratory No. 325267
Data Sheet No. 430864

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	8.6	8.6	
1½	15.3	23.9	
1	29.3	53.2	
3/4	8.5	61.7	
1/2	6.2	67.9	
1/4	6.1	74.0	
10	6.7	80.7	
40	6.8	87.5	
Pass	12.5	12.5	
Total	100.0		

Type of material Gravel
Screen opening: To ¼": Square; ¼" and below: Square:
Abrasion, per cent wear, Los Angeles Rattler 17.2
Specific gravity (Le Chatelier) 2.71
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 7 %
Manufactured fines %
Liquid limit: Natural fines 28 %
Manufactured fines %

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use.

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Edwards
x Resident Engineer Putnam
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams
x Redmond

Engineer of Materials

State Printing 06226

RECEIVED
NOV 3 1953
FOR FILING

November 19, 1953

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 4, 1953 on Contract No. 4055, Prairie Road-Eugene Unit, Junction City-Eugene Section in Lane County, in connection with Federal Aid Project No. BF-262 (9).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:tp

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DEC 1953
FOR FILING

agenda

AGENDA
DEC 10 1953

#5

November 6, 1953

Mr. T. C. Wildish
5100 Franklin Boulevard
Eugene, Oregon

Dear Mr. Wildish:

The State Highway Commission on September 24 accepted your proposal for grading and paving work and construction of a reinforced concrete bridge on the Prairie Road-Eugene Unit, Junction City-Eugene Section of the Pacific Highway north from Eugene in Lane County, for the sum of $267,213.76, and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and approval of the Bureau of Public roads was received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4055.

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. [illegible] Fransen
Mr. M. O. Smith
Mr. L. H. Probert
Mr. G. S. Paxson

IESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 6, 1953
2:30 p.m.

Mr. T. C. Wildish
5100 Franklin Boulevard
Eugene, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Prairie Road-Eugene Unit, Junction City-Eugene Section of Pacific Highway in Lane County for which you submitted low bid on September 24. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

CG Polk
C. G. POLK
District Engineer

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FOR FILING

BF-[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 6, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired, we hereby concur as of this date in award of Contract No. 4055 for Oregon Project BF-262(9), Prairie Road-Eugene Section of the Pacific Highway in Lane County, to T. C. Wildish of Eugene, Oregon, low bidder in the amount of $267,213.76, at the September 24, 1953 bid opening.

Very truly yours,

CSPolk
C. S. POLK
District Engineer

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NOV 9 1953
FOR FILING

BF-262(9)

7055

November 6, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving and bridge construction work on the Prairie Road-Eugene Section of the Pacific Highway in Lane County, Project BF-262 (9), to T. C. Wildish of Eugene, Oregon, on the basis of the bid of $267,213.76 submitted on September 24, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BF-262(9), Prairie Road-Eugene Unit (South Unit) of the Junction City-Eugene Section of the Pacific Highway, subject to the condition that revisions be made in the design of the bridge at Station 525, as discussed with your bridge department.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

Copy sent to Paxson

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Prairie Road Jct.-6th & 7th Sts. **Highway:** Pacific

County: Lane **Prefix:** 20-1458-900 **Res. Engr.:** Forrest Epley

Length of Project: 3.6 Miles **Stations:** 118+98 to 122+54

The recommended total thickness of base course and wearing surface is 17 inches with an AC surface. Design data as follows:

Location		Soil Characteristics					Required Thickness Traffic		
Station	Depth	% Pass 200	LL	PI	R Value	% Silt	Light	Medium	Heavy
*	0-2'	60.1	43	18	33	27.7	7"	11"	16"
*	2'-6'	69.6	44	20	27	35.6	7"	12½"	18½"

* 75' W. of pit located 1.45 mi. N. & 0.1 mi. W. of O'Pass.

Submitted by W. C. Hill
Soils Engineer

Recommended by
Construction Engineer

Recommended by J. W. Harra
Engineer of Materials

Approved by
Ass't. State Highway Engr.

cc Ass't. State Highway Engr. ✓
Construction Engineer
Engineer of Materials
Division Engineer (Tom Edwards)
Resident Engineer (Forrest Epley)
Office Engineer
Soils Engineer

6/18/53

BFI-324(6) Willamette River-Gervais 1953
Unit, Willamette R.-Hayesville
#4056 Sec., Portland-Salem Exp.

RECEIVED
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FOR FILING

April 19th, 1956

Willamette River-Gervais Unit
Contract #4056

FINAL COST ANALYSIS
Grading
R. A. Heintz, Contractor
M. N. Juve, Resident Engineer

Portland-Salem Expressway
Prefix 24-1062

Item	Quantity	Unit	Unit Cost	Total Cost	Unit Bid	Gross Revenue
*Clearing & Grubbing	100%	All	$29,217.73	$ 29,217.73	$45,000	$ 45,000.00
Struct. Excav., Unclass.	7,671.71	Cu. Yd.	2.19	16,786.36	2.00	15,343.42
General Excavation, Unclass.	1,065,172.5	" "	0.278	296,088.35	0.24	255,641.40
Short Overhaul	3,142,731.9	Yd. Sta.	0.0116	36,536.59	0.01	31,427.38
Long "	72,450.8	C-Yd. Sta.	0.37	26,942.57	0.32	23,184.26
Excavating & Placing Topsoil	16,916.5	Cu. Yd.	0.55	9,310.35	0.65	10,995.73
Finishing Roadbed & Slopes	11.89	Mile	1,262.53	15,011.53	1,000.00	11,890.00
Rounding Cutbanks	605	Lin. Ft.	0.12	70.64	0.15	90.75
12" Concrete Pipe	1,671	" "	1.23	2,062.53	2.00	3,342.00
18" " "	1,455	" "	3.20	4,665.30	3.50	5,092.50
24" " "	181	" "	4.83	875.05	6.00	1,086.00
36" " "	176	" "	8.79	1,547.79	10.00	1,760.00
18" Corr. Metal Pipe	4,192	" "	3.92	16,453.39	4.00	16,768.00
24" " " "	1,094	" "	6.09	6,668.39	7.00	7,658.00
24" Corr. Metal Pipe, Extra Strength	275	" "	7.75	2,132.20	8.50	2,337.50
36" Corr. Metal Pipe, Extra Strength	251	" "	13.47	3,380.60	16.00	4,016.00
48" Corr. Metal Pipe, Extra Strength	261	" "	17.89	4,670.21	22.00	5,742.00
60" Corr. Metal Pipe, Extra Strength	208	" "	24.88	5,175.76	30.00	6,240.00
22" Corr. Metal Pipe, Arch Type	262	" "	4.06	1,063.75	4.75	1,244.50
72" Struct. Plate Pipe	497	" "	42.35	21,048.57	42.00	20,874.00
132" Struct. Plate Pipe	253	" "	82.21	20,800.07	90.00	22,770.00

Item	Quantity	Unit	Unit Cost	Total Cost	Unit Bid	Gross Revenue
18" Sewer Pipe	1,008	Lin. Ft.	$3.55	$ 3,576.13	$3.00	$ 3,024.00
12" Metal Drain Pipe, Coated	154	" "	2.51	387.23	2.75	423.50
8" Perf. Metal Drain Pipe, Coated	7,469	" "	2.11	15,734.64	2.25	16,805.25
3/8"-0 Backfill in Drains	885	Cu. Yd.	6.54	5,787.92	6.00	5,310.00
18" Corr. Metal Pipe Ends	125	Each	26.84	3,355.41	35.00	4,375.00
24" " " " "	16	"	42.27	676.28	46.00	736.00
Concrete Catch Basins	5	"	85.00	425.00	80.00	400.00
" " " (Special)	2	"	85.00	170.00	90.00	180.00
Concrete Manholes	2	"	201.65	403.75	300.00	600.00
Coarse Mat'ls. in Surfacing	43,346	Cu. Yd.	1.44	62,629.58	1.60	69,353.60
3/4"-0 " " "	12,999	" "	3.29	42,696.03	3.45	44,777.55
Sprinkling	1,632.4	M/Gal.	2.23	3,635.07	2.50	4,081.00
PA #1, 6" Conc. Culv. Pipe	767	Lin. Ft.	0.75	572.30	0.84	644.28
1" Galv. Water Pipe	600	" "	0.48	286.10	0.50	300.00
PA #2, 3/8"-0 Sand Blanket	443	Cu. Yd.	2.73	1,208.38	3.00	1,329.00
PA #3, 30" Corr. Metal Pipe	176	Lin. Ft.	7.19	1,264.88	9.25	1,628.00
36"x22" Corr. Metal Pipe	10	" "	7.85	78.55	9.75	97.50
30" Corr. Metal End Pipe	4	Each	56.92	227.68	74.00	296.00
PA #4, 1¼" Elect. Conductor	480	Lin. Ft.	0.87	416.20	1.00	480.00
PA #5, Salvage & Relay 12" Concrete Pipe	219	" "	1.06	232.08	1.25	273.75
PA #6, 6" Crushed Rock	2,942	Cu. Yd.	1.72	5,072.50	1.85	5,442.70
Force Account				5,179.85		6,062.26
				$674,523.29		$659,122.77

* Subcontractor: Blaisdell & Son

Total Cost	$674,523.29
Gross Revenue	659,122.77
Net Loss	$ 15,400.52

Net Loss Equals 2.33% of Gross Revenue

Detail of Cost
Contract #4056

Labor:

Labor & Supervision		$170,929.09	
Labor Insurance:			
Social Security	$3,733.70		
Industrial Accident	3,547.00		
Health & Welfare	5,114.38		
Unemployment	3,360.32	15,755.40	
			$186,684.49

Equipment Rentals, Supplies & Misc.:

Equipment Rental (Owned)	$169,150.40	
" " (Hired)	88,786.19	
Gas, Oil & Grease	27,853.83	
Move In & Cartage	5,912.90	
Bond	3,959.54	
P.L. & P.D.	3,974.74	
Home Office & General Overhead	19,873.68	
Misc. Supplies & Small Tools	5,958.00	
		325,469.28

Materials:

12" Concrete Pipe	1,671	Lin. Ft.	at	$0.90	$ 1,503.90
18" " "	1,455	" "	"	1.90	2,764.50
24" " "	181	" "	"	2.75	497.75
36" " "	176	" "	"	5.50	968.00
18" Corr. Metal Pipe	4,192	" "	"	2.66	11,150.72
24" " " "	1,094	" "	"	4.12	4,507.28
24" Corr. Metal Pipe, Extra Strength	275	" "	"	5.52	1,518.00
36" Corr. Metal Pipe, Extra Strength	251	" "	"	10.08	2,530.08
48" Corr. Metal Pipe, Extra Strength	261	" "	"	13.72	3,580.92
60" Corr. Metal Pipe, Extra Strength	208	" "	"	21.07	4,382.56
22" Arch Type Corr. Metal Pipe	262	" "	"	2.83	741.46
72" Struct. Plate Pipe	497	" "	"	22.11	10,988.67
132" Struct. Plate Pipe	253	" "	"	53.97	13,654.41
18" Sewer Pipe	1,008	" "	"	1.60	1,612.80
12" Metal Drain Pipe, Coated	154	" "	"	1.89	291.06
8" Perf. Metal Drain Pipe, Coated	7,469	" "	"	1.43	10,680.67
3/8"-0 Backfill in Drains	885	Cu. Yd.	"	1.75	1,548.75
18" Corr. Metal Pipe End Sections	125	Each	"	16.09	2,011.25
24" Corr. Metal Pipe End Sections	16	"	"	26.02	416.32
Concrete Catch Basins	5	"	"	80.00	400.00

Materials (Cont'd):

Spec. Conc. Catch Basins	2	Each	at $	80.00	$ 160.00	
Concrete Manholes	2	"	"	190.00	380.00	
Coarse Mat'l. in Surfacing	43,346	Cu. Yd.	"	0.90	39,011.40	
3/4"-0 " " "	12,999	" "	"	1.10	14,276.90	
						$129,577.40

Price Agreements:

#1, 6" Conc. Culvert Pipe	767	Lin. Ft.	at $	0.34	$ 260.78	
1" Galv. Water Pipe	600	" "	"	0.22	132.00	
#2, 3/8"-0 Sand Blanket	443	Cu. Yd.	"	1.50	664.50	
#3, 30" Corr. Metal Pipe	176	Lin. Ft.	"	5.59	983.84	
36"x22" Corr. Metal Pipe Arch	10	" "	"	5.94	59.40	
30" Corr. Metal End Sections	4	Each	"	30.00	120.00	
#4, 1¼" Elect. Conduit	480	Lin. Ft.	"	0.27	129.60	
#5, Salvage and Relay 12" Concrete Pipe	219	" "	"	1.06	232.08	
#6, 6"-0 Crushed Rock	2,942	Cu. Yd.	"	1.00	2,942.00	
						5,292.12

*Subcontractors:

Blaisdell & Son - Clearing	27,500.00

Total Cost $674,423.29

Materials (Cont'd):

Spec. Conc. Catch Basins	2	Each	at $	80.00	$ 160.00	
Concrete Manholes	2	"	"	190.00	380.00	
Coarse Mat'l. in Surfacing	43,346	Cu. Yd.	"	0.90	39,011.40	
3/4"-0 " " "	12,999	" "	"	1.10	14,276.90	
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30" Corr. Metal End Sections	4	Each	"	30.00	120.00	
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#5, Salvage and Relay 12" Concrete Pipe	219	" "	"	1.06	232.08	
#6, 6"-0 Crushed Rock	2,942	Cu. Yd.	"	1.00	2,942.00	
						5,292.12

*Subcontractors:

Blaisdell & Son - Clearing	27,500.00
Total Cost	$674,423.29

Remarks:

This was a "Regular Federal Aid Project" calling for the construction of 11.89 miles of four-lane divided roadbed and construction of frontage roads, county roads, connecting roads and detour, involving approximately 1,100,000 cu. yd. of excavation and 60,000 cu. yd. of rock base materials on approaches, frontage roads, detour roads, county roads and connections.

The contract was awarded November 6th, 1953. Clearing work started February 8th, 1954 with two D-8's with clearing dozers. Grading started May 11th, 1954 and the project was completed August 16th, 1955.

The clearing progressed very rapidly. It was subcontracted to George E. Blaisdell & Son.

Grading progress was slow due to moisture content of material. Inclement rains all summer long frequently caused the contractor to close down.

Equipment used: 1½-yard shovel, 3/4-yard shovel, 3/8-yard shovel, two power graders, one roller, six D-8's with dozers, six DW-20's, three Hieliners, three D-8's with scrapers, twelve trucks, mobile crane, two D-6's with dozers, 500 f.p.m. compressor, Tournadozer, water wagon, service truck, fuel truck, three pickups, misc. trailer and small tools. The equipment was in excellent condition. Very little time was lost due to repairs.

Items 30, 31 and 32 were subcontracted to Birkemeier Construction Company.

Grading operations were hampered by frequent rains, this contributing to a slight loss.

R. D. Asburry
Chief Cost Analyst

By . . Harry R. Sturgis

RECEIVED
APR 26 1956
FOR FILING
PF1-324(1)
4-15

Salem, Oregon
April 25, 1956

A.C. pavement, Wilsonville
to Crosby Road

Mr. W. C. Williams

Sometime ago, Mr. Baldock said that he was considering increasing the thickness of the top course of pavement in the section under contract to Newport Construction Company between Wilsonville and Crosby Road. Mr. Walker has measured the material in stock piles for this paving job and reports as follows:

A. C. PAVEMENT AGGREGATE AT WILSONVILLE

Size	In Stock Pile	Needed for 2" Over Section	Available
3/4"-1/4"	22,500 c.y.	11,350 c.y.	11,150 c.y.
1/4"- 0	18,100 c.y.	15,050 c.y.	3,050 c.y.
3/4"- 0			7,000 c.y.

You will note that we have a considerable surplus of 3/4"-1/4" but that we do not have very much 1/4"-0 material. Based upon the requirements of this 1/4"-0 material, we could place approximately 6,600 tons more pavement than would be needed for a uniform 2" thickness over the entire project. This would be enough to use 2.4" over the entire project rather than 2". There is a possibility that the mix could be adjusted so that we could use some of the 7,000 c.y. of 3/4"-0 material which we have over and above the amount required for shoulders.

I would not recommend that we increase the thickness over the entire project. We should rather select the sections where trouble has been experienced and where our core borings show thin sections. A few days ago I made a report to Mr. Baldock showing the results of these core borings and the amount of patching that we have done this past winter.

The paving is to start on this section in about two weeks and a decision as to how much additional thickness and where it is to be placed should be made in the very near future.

GSP:gm

G. S. Paxson

RECEIVED
APR 17 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) April 11, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4056	18-Final	R. A. Heintz Construction Co.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
6872	B-147767	$ 16,540.41	4/11/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1954

Time Extensions: Aug. 16, 1955

Completion Date: Aug. 16, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-16-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By
Ass't. Secretary

Warrant Mailed: APR 16 1956
Ruth Rawlings

NOTED ON CARD

RECEIVED
APR 5 - 1956
FOR FILING

4056

April 5, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4056 for work performed on the Willamette River-Gervais Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas counties was completed by the contractor, R.A. Heintz Construction Company, on August 16, 1955 and was formally accepted by the Highway Commission on December 19, 1955.

Final payment in the amount of $16,540.41 will be released to the contractor on or after April 16, 1956. The total contract amount is $659,122.77, of which amount $6,062.26 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

MAILED ON CARD

FORM E-124 SOM REVISED 3-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT 4 1955
FOR FILING
RF I - 234(4)

October 4, 1955

H. A. Heints Construction Co.
211 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from November 30, 1954 to August 16, 1955 within which to complete your contract No. 4056, covering the Willamette River-Gervais Unit, Willamette River-Fayerville Section of the Portland-Salem Expressway in Marion and Clackamas Counties.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. B. Walker,
Division Engineer

Glen Starkey,
Resident Engineer

H. O. Smith,
Construction Engineer

RECEIVED
SEP 19 1955
FOR FILING

[illegible]
[illegible]

September 19, 1955

Request for extension of time
No. 15
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from R. A. Heintz Construction Company for an extension of time on the Willamette River-Gervais Unit, Portland-Salem Expressway, Contract No. 4056, from November 30, 1954 to August 16, 1955.

Because of the extreme amount of moisture encountered in the grading areas, it was very difficult to operate and it was necessary to construct the fill areas in small units in order to allow time to dry out and stabilize.

The contractor exerted every effort to complete within the specified time, and I recommend the extension be granted without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

RECEIVED
SEP 13 1955
FOR FILING

FI-324(6)
4955

September 8, 1955

NOTED
W. C. WILLIAMS

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Willamette River - Corvallis Contract No. 4955, Oregon FI-324 (6), from November 30, 1954, to August 16, 1955, to R. A. Heintz Construction Company.

Because of the extreme amount of moisture encountered in the grading areas, it was very difficult to operate and it was necessary to construct the fill areas in small units in order to permit time to dry out and stabilize.

The contractor exerted every effort to complete within the specified time. It is my recommendation that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. [illegible] Stiffler
Assistant State Highway Engineer

[illegible]dt

RECEIVED
SEP 6 - 1955
FOR FILING

September 2, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 16, 1955 on Contract No. 4056, Willamette River-Gervais Unit, Willamette River-Hayesville Section, in Marion & Clackamas Counties, in connection with Federal Aid Project No. HFI-324(6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DGP:ls

cc: John Cattrall

BFI-324(6)
Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 20, 19 55

Section Willamette River - Gervais Unit
Willamette River - Hayesville

Kind of work Grading

Highway Portland - Salem Expressway

Section prefix 24-1062

Contractor R. A. Heintz Construction Company

Contract number 4056

Date of contract November 6, 19 53

Date of completion November 30, 19 54

Date work started February 8, 19 54

Estimated date of completion August 16, 19 55

Project authorization $ 734,955.75
Exclusive of Engineering $ 682,692.23

Per cent of time elapsed 168 %

Estimated cost of completed project, exclusive of engineering $ 682,692.23

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 52,263.52

Engineering cost to date $ 47,400.00, 91 %

Date project was completed August 16, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has completed project August 16, 1955. Two dozers, one carryall, and a water wagon has been left on the job.

NOTED
H. G. SMITH

RECEIVED
AUG 22 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed Glenn A. Starkey

Address Rm 210, Lab. Bldg. Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	11.89				
Miles partially completed					
Miles completed	11.89				
Total estimated quantities	1,100,000				
Estimated quantities moved or placed to date	1,100,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	10				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 2, Sheep-foot rollers ...., Carryall 1, Water Wagon 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
APR 7 1955
FOR FILING

4056

April 6, 1955

R. A. Heintz Construction Co.
211 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

I am very much concerned at the unfinished state of the roadbed on the Willamette River-Gervais Unit of the Portland-Salem Expressway Contract No. 4056.

Especially I would bring to your attention the fact that excavation for structures at the point where the Expressway overcrosses Feller Road has not been made and that the early completion of these two structures is essential to accelerating surfacing and paving operations.

In view of the specified completion date, which was November 30, 1954, it would appear that the excavation at Feller Road should unquestionably have been completed prior to that time. Since, however, this work was not done in 1954, we must insist that immediate action be undertaken to further the work at Feller Road and also the finishing of roadbed throughout the contract.

The surfacing and paving of the various units of the Expressway will require the entire 1955 season and in order to insure completion this fall, there must be no delay to the contractors engaged in this work due to unfinished structures and grade.

Let me again emphasize that we must insist on immediate action leading to the completion of this work.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc N. D. Smith
J. D. Walker
W. H. June

P.S. Please call me on phone and give me your program.

JDW:am

RECEIVED
JAN 27 1955
FOR FILING

BPR-224(6)
4056

January 26, 1955

COPY

R. A. Heintz Construction Company
211 N. E. Columbia Boulevard
Portland 11, Oregon

Attention: Mr. E. H. Twietmeyer

Gentlemen:

As requested in your letter of January 19th we have listed below the payments due your company and the retained percentage withheld by us on four of your contracts as follows:

Contract No. 3881:	The retained percentage as of December 31, 1954. . .	$14,873.67
Contract No. 4056:	Estimate No. 10, dated December 15, 1954	20,708.75
	Retained percentage on hand.	47,459.55
Contract No. 4063:	Estimate No. 13 SF for work to December 20, 1954 . .	2,750.37
	Estimate No. 12 A for work to December 10, 1954. . .	17,703.02
	Retained percentage	16,152.32
Contract No. 4064:	Estimate No. 10 A for work to December 10, 1954. . .	11,089.44
	Retained percentage	14,583.07

These amounts were all in the custody of the Highway Department as of December 31, 1954.

Our records also show that on December 30, 1954, a check in the amount of $10,030.75 was mailed for Contract No. 4063, also, a check for 20,696.06 on Contract No. 4064 was mailed December 27, 1954. We are assuming that these checks were in your hands as of December 31, 1954.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

RECEIVED
FOR FILING

June 28, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 1 covering special compaction of embankment foundations on the Willamette River-Gervais Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Polk Counties, Contract No. 4056, in connection with Federal Aid Project No. BFI-324 (6).

This work is necessary for preparation of sub-base. It was provided for in the special provisions of the contract and the contract authorization.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:tp

Encl.

RECEIVED

June 28, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 1 covering special compaction of embankment foundations on the Willamette River-Gervais Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Polk Counties, Contract No. 4056, in connection with Federal Aid Project No. BFI-324 (6).

This work is necessary for preparation of sub-base. It was provided for in the special provisions of the contract and the contract authorization.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HCW:tp

Encl.

RECEIVED
MAY 25 1954
FOR FILING

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. J. D. Walker
Division Engineer
OFFICE

In setting up plans for the Willamette River-Hayesville Section, it will be necessary to make provision for maintenance and repair of county roads.

Please prepare a sketch showing the routes that hauling vehicles will use and where county roads are involved.

The following provisions should be included in the contract:

On all presently oiled county roads, the State, with its own forces, will assume the maintenance. On unoiled roads, the contractor will be required to maintain the roads and leave them in as good a repair as when they were taken over. Provisions should be made for sprinkling when necessary. It may also be necessary to put a dust palliative of oil on short sections of unoiled roads where the proximity of dwellings or businesses might bring complaints.

Please include in the project authorization an item to cover the maintenance of the oil sections by State forces, and, also, an item for force account dust palliative treatment. Sprinkling may be done under a unit bid price. Maintenance and repair of unoiled county roads should be made the obligation of the contractor.

The matter of hauling materials over county roads is becoming more difficult and it is anticipated that prior agreements will be worked out with the county courts before work is started.

Since writing the above, I notice under Item 4f-1 on the Agenda for the Commission meeting May 11-12, 1954, that the Commission "approved oiling of the Beardsley county road in the Keizer District of Salem when hauling of gravel topping for the Salem-Portland Expressway begins. If this is not included in the items already listed in this letter, be sure that it is taken care of.

Forrest Cooper
Ass't. Construction Engineer

FC:js
cc W. C. Williams

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Bond Issue Project No. BFI-324(6)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of April, 1954,

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 1953, a program, which was approved on the 1st day of September, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 9th day of September, 1953; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of four hundred twenty thousand and 00/100

dollars ($420,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of bonds as follows:

(Include date and citation of act of legislature by which authorized)

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

~~(b) From other sources~~

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 614+30 in the SE 1/4, Section 26, T. 3 S., R. 1 W., W.M., and survey station 1246+26.54 in the SE 1/4, Section 14, T. 5 S., R. 2 W., W.M., except stations 622+92 - 624+54, 706+18.6 - 707+34.6, 812+03.5 - 813+03.5, and 931+71.89 - 932+71.89,

, length 11.890 miles, in Clackamas and Marion County~~,~~ies,

being Oregon Federal Aid / Bond Issue project No. BFI-324(6), consisting of 11.890 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of four hundred twenty thousand and 00/100 dollars ($420,000.00), which does not exceed the authorized Federal pro rata share of six hundred ninety-six thousand, seventy-three and 40/100 dollars ($696,073.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

[illegible]
STATE HIGHWAY ENGINEER

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By Acting *Division Engineer,*
Bureau of Public Roads.

RECEIVED
MAR 8 - 1934
DIVISION 8

Oregon State Highway Department

Federal Aid Project
No. RFI-324 (6)

WILLAMETTE RIVER-GERVAIS SECTION OF THE
PORTLAND-SALEM EXPRESSWAY IN CLACKAMAS AND MARION COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 22, 1954

Type Code 0010
Roadway (Sta. 614+30 to Sta. 1246+26.54)(Contract No. 4056)

All Required		Clearing and Grubbing		$ 45,000.00
4,700	cu. yds.	Structural Excavation, Unclassified	$ 2.00	9,400.00
1,100,000	cu. yds.	General Excavation, Unclassified	0.24	264,000.00
3,400,000	yd. sta.	Short Overhaul	0.01	34,000.00
58,000	C-yd. sta.	Long Overhaul	0.32	18,560.00
18,500	cu. yds.	Excavating and Placing Topsoil	0.65	12,025.00
11.89	miles	Finishing Roadbed and Slopes	1,000.00	11,890.00
9,000	lin. ft.	Rounding Cutbanks	0.15	1,350.00
130	lin. ft.	12-inch Concrete Pipe	2.00	260.00
1,800	lin. ft.	18-inch Concrete Pipe	3.50	6,300.00
350	lin. ft.	24-inch Concrete Pipe	6.00	2,100.00
100	lin. ft.	36-inch Concrete Pipe	10.00	1,000.00
5,200	lin. ft.	18-inch Corrugated Metal Pipe	4.00	20,800.00
500	lin. ft.	24-inch Corrugated Metal Pipe	7.00	3,500.00
300	lin. ft.	24-inch Extra Strength Corrugated Metal Pipe	8.50	2,550.00
230	lin. ft.	36-inch Extra Strength Corrugated Metal Pipe	16.00	3,680.00
240	lin. ft.	48-inch Extra Strength Corrugated Metal Pipe	22.00	5,280.00
230	lin. ft.	60-inch Extra Strength Corrugated Metal Pipe	30.00	6,900.00
200	lin. ft.	22-inch Arch Type Corrugated Metal Pipe	4.75	950.00
50	lin. ft.	29-inch Arch Type Corrugated Metal Pipe	8.00	400.00
550	lin. ft.	72-inch Structural Plate Pipe	42.00	23,100.00
260	lin. ft.	132-inch Structural Plate Pipe	90.00	23,400.00
10	lin. ft.	12-inch Sewer Pipe	2.00	20.00
1,100	lin. ft.	18-inch Sewer Pipe	3.00	3,300.00
140	lin. ft.	12-inch Metal Drain Pipe	2.75	385.00
2,300	lin. ft.	8-inch Perforated Metal Drain Pipe	2.25	5,175.00
200	cu. yds.	3/8" - 0 Backfill in Drains	6.00	1,200.00

146	only	18-inch Corrugated Metal Pipe End Sections	$ 35.00	$ 5,110.00
14	only	24-inch Corrugated Metal Pipe End Sections	46.00	644.00
1	only	Concrete Catch Basins	80.00	80.00
4	only	Special Concrete Catch Basins	90.00	360.00
2	only	Concrete Manholes	300.00	600.00
50,000	cu. yds.	Coarse Material in Surfacing	1.60	80,000.00
10,500	cu. yds.	3/4" - 0 Material in Surfacing	3.45	36,225.00
1,300	M-gal.	Sprinkling	2.50	3,250.00
			Subtotal	$632,794.00
			10% Engr. & Cont.	63,279.40
			Total	$696,073.40

Length of Roadway	11.890 miles
Length of 12 Structures	0.090 mile (Exceptions)
Total Length	11.980 miles
Cost of Roadway per Mile	$58,542.75

Federal Funds- -	$420,000.00
State Funds- -	276,073.40
	$696,073.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939; Chap. 491, laws 1951;
Chap. 20, laws 1953

State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. HFI 324 (6)

WILLAMETTE RIVER-GERVAIS SECTION OF THE PORTLAND-SALEM EXPRESSWAY IN CLACKAMAS AND MARION COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 4, 1953

Type Code 0010
Roadway (Sta. 614+30 to Sta. 1246+26.54)

All Required		Clearing and Grubbing		$ 50,000.00
4,700	cu. yds.	Structural Excavation, Unclassified	$ 2.50	11,750.00
1,100,000	cu. yds.	General Excavation, Unclassified	0.24	264,000.00
3,400,000	yd. sta.	Short Overhaul	0.01	34,000.00
58,000	C-yd. sta.	Long Overhaul	0.40	23,200.00
18,500	cu. yds.	Excavating and Placing Topsoil	1.00	18,500.00
11.89	miles	Finishing Roadbed and Slopes	600.00	7,134.00
9,000	lin. ft.	Rounding Cutbanks	0.15	1,350.00
130	lin. ft.	12-inch Concrete Pipe	2.00	260.00
1,800	lin. ft.	18-inch Concrete Pipe	2.75	4,950.00
350	lin. ft.	24-inch Concrete Pipe	4.50	1,575.00
100	lin. ft.	36-inch Concrete Pipe	6.50	650.00
5,200	lin. ft.	18-inch Corrugated Metal Pipe	4.50	23,400.00
500	lin. ft.	24-inch Corrugated Metal Pipe	5.75	2,875.00
300	lin. ft.	24-inch Extra Strength Corrugated Metal Pipe	8.50	2,550.00
230	lin. ft.	36-inch Extra Strength Corrugated Metal Pipe	17.00	3,910.00
240	lin. ft.	48-inch Extra Strength Corrugated Metal Pipe	20.00	4,800.00
230	lin. ft.	60-inch Extra Strength Corrugated Metal Pipe	35.00	8,050.00
200	lin. ft.	22-inch Arch Type Corrugated Metal Pipe	7.25	1,450.00
50	lin. ft.	29-inch Arch Type Corrugated Metal Pipe	11.00	550.00
550	lin. ft.	72-inch Structural Plate Pipe	55.00	30,250.00
260	lin. ft.	132-inch Structural Plate Pipe	70.00	18,200.00
10	lin. ft.	12-inch Sewer Pipe	2.50	25.00
1,100	lin. ft.	18-inch Sewer Pipe	3.75	4,125.00
140	lin. ft.	12-inch Metal Drain Pipe	3.00	420.00
2,300	lin. ft.	8-inch Perforated Metal Drain Pipe	2.25	5,175.00

200	cu. yds.	3/8" - 0 Backfill in Drains	$ 5.00	$ 1,000.00
146	only	18-inch Corrugated Metal Pipe End Sections	40.00	5,840.00
14	only	24-inch Corrugated Metal Pipe End Sections	50.00	700.00
1	only	Concrete Catch Basins	75.00	75.00
4	only	Special Concrete Catch Basins	125.00	500.00
2	only	Concrete Manholes	350.00	700.00
50,000	cu. yds.	Coarse Material in Surfacing	2.00	100,000.00
10,500	cu. yds.	3/4" - 0 Material in Surfacing	3.00	31,500.00
1,300	M-gal.	Sprinkling	2.50	3,250.00
			Subtotal	$666,714.00
			10% Engr. & Cont.	66,671.40
			Total	$733,385.40

Length of Roadway	11.890 miles
Length of 12 Structures	0.090 mile (Exceptions)
Total Length	11.980 miles
Cost of Roadway per Mile	$61,680.85

Federal Funds- -	$420,000.00
State Funds- -	313,385.40
	$733,385.40

200	cu. yds.	3/8" - 0 Backfill in Drains	$ 5.00	$ 1,000.00	
146	only	18-inch Corrugated Metal Pipe End Sections	40.00	5,840.00	
14	only	24-inch Corrugated Metal Pipe End Sections	50.00	700.00	
1	only	Concrete Catch Basins	75.00	75.00	
4	only	Special Concrete Catch Basins	125.00	500.00	
2	only	Concrete Manholes	350.00	700.00	
50,000	cu. yds.	Coarse Material in Surfacing	2.00 ~~1.35~~	~~67,500.00~~	100,000.00
10,500	cu. yds.	3/4" - 0 Material in Surfacing	3.00	31,500.00	
1,300	M-gal.	Sprinkling	2.50	3,250.00	
		Subtotal		~~$634,214.00~~	666,714.00
		10% Engr. & Cont.		~~63,421.40~~	66,671.40
		Total		~~$697,635.40~~	733,385.40

Length of Roadway	11.890 miles
Length of 12 Structures	0.090 mile (Exceptions)
Total Length	11.980 miles
Cost of Roadway per Mile	~~$58,674.12~~ 61,680.85

Federal Funds	$420,000.00	
State Funds	~~277,635.40~~	313,385.40
	~~$697,635.40~~ 733,385.40	

WILLAMETTE RIVER-GERVAIS SECTION

PROJECT NO. BPI-324 (6)

Comparison of Unit Costs Between 132-inch Structural Plate Pipe and Equivalent Concrete Box Culvert

1. 132" Structural Plate Pipe

Estimated Cost——— $70.00 per lin. ft.

2. Equivalent Concrete Box Culvert, Size 8' x 11'

Class "A" Concrete per lin. ft.	1.244	cu.yd.	at	$60.00	$74.64
Metal Reinf. " " "	292.54	lbs.	at	0.12	35.10

Estimated Cost———$109.74 per lin. ft.

(7.)

[illegible] River – [illegible] Section
Project No. BFI-224(6)

Comparison of Unit Costs between 132-inch Structural Plate Pipe and Equivalent Concrete Box Culvert

1. 132" Structural Plate Pipe
Estimated Cost $70.00 per lin. ft.

2. Equivalent Concrete Box Culvert Size 8' x 11'

Class A Concrete per lin. ft.: 1.244 cy @ $60.00 $74.64
Metal Reinf. " " 292.5# lbs @ $0.12 $35.10

Estimated Cost $109.74 per lin. ft.

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FEB 25 1954
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February 18, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 8, 1954 on Contract No. 4056, Willamette River-Gervais Unit, Willamette River-Hayesville Section, in Marion and Clackamas Counties, in connection with Federal Aid Project No. BFI-324 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

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4056

R. A. HEINTZ CONSTRUCTION CO.
Highway and General Contractors

PHONE: TRinity 1172

8101 N E UNION AVENUE
PORTLAND 11, OREGON

February 5, 1954

Oregon State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAM

Attention: Mr. H. G. Smith

Dear Mr. Smith:

Reference is made to your letter dated February 6, 1954 regarding the completion of Contract #4056, Willamette River-Gervais Unit, by November 30, 1954.

We wish to advise you that two D8 Cats were moved on the job February 5 and started clearing. More equipment, in the clearing operation, will be added as needed.

All pipe orders have been placed and the sectional pipe is scheduled for delivery by June 10, 1954. Drainage work will start by March 1, or earlier, if weather permits.

Some grading equipment, namely, cat and scrapers, will begin work as soon as the moisture content in the material will allow grading operations to be carried on.

Our present schedules call for having enough equipment on the job by the second week in July to excavate 100,000 cubic yards per week. As to the dates of starting and finishing certain sections, this will depend entirely on the moisture content in the materials and, therefore, we are not able, at this time, to give you that information.

You can be assured we are keeping a close observation on this job and scheduling of equipment has been set up to conform with the State Highway Department's completion date.

Very truly yours

R. A. HEINTZ CONSTRUCTION CO.

J. S. Budd

J. S. Budd, Superintendent

JSB:ch

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OFFICE OF
CONSTRUCTION ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design

Section: Willamette River-Hayesville
Willamette River-Gervais Unit
County: Clackamas-Marion
Prefix: 24-1499-900
Length of Project: 11.98 Miles

Highway: Portland-Salem Expressway
Res. Eng'r.: B.O. Johnson
Stations 614+30 to 1246+26.54

DIMENSIONS IN INCHES

COMPUTED DESIGN				RECOMMENDED DETAIL OF BASE AND WEARING SURFACE						
Station to Station	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Select subgrade material	Surfacing in Place	Topping or Base	Leveling Course	Wearing Surface	Total Base etc. and Wearing Surface	Traffic
614+30 - 1246+26.54	22	4½	26½	—	—	21	2	3½	26½	Heavy

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer

Submitted by Ass't. Construction Engineer

Recommended by Construction Engineer

Recommended by Engineer of Materials

Approved by Deputy State Highway Engineer

EFI-334(1)
-1[illegible]6

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design

Section: Willamette River-Hayesville
Willamette River-Gervais Unit
County: Clackamas-Marion Prefix: 24-1499-900
Length of Project: 11.98 Miles

Highway: Portland-Salem Expressway
Res. Eng'r.: B.O. Johnson
Stations 614+30 to 1246+26.54

DIMENSIONS IN INCHES

COMPUTED DESIGN				RECOMMENDED DETAIL OF BASE AND WEARING SURFACE						
Station to Station	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Select subgrade material	Surfacing in Place	Topping or Base	Leveling Course	Wearing Surface	Total Base etc. and Wearing Surface	Traffic
614+30 - 1246+26.54	22	4½	26½	—	—	21	2	3½	26½	Heavy

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer

Submitted by
Ass't. Construction Engineer

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design Data Sheet

Section: Willamette River-Hayesville
Willamette River-Gervais Unit
County: Clackamas-Marion **Prefix:** 24-1499-900
Length of Project: 11.98 Miles

Highway: Portland-Salem Ixpressway
Res. Eng'r.: B. O. Johnson
Stations: 614+30 to 1246+26.54

Location				Soil Characteristics						Computed Thickness			
Station	Rt	C L	Lt	Depth	% Pass 200	L. L.	P. I.	R Value	% Silt	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Traffic
L4E 629+00		x		0-4	82.6	33	12	13	47.0	23½	5	28½	Heavy
L6 635+85				3-5	82.1	35	14	14	54.9	25½	5½	31	"
L6 635+85				6-10	72.3	30	9	9	46.9	27	6	33	"
6 635+85				16-18	44.7	20	0	45	28.5	13½	2½	16	"
L4E 638+00		x		0-4	88.1	29	9	13	48.4	23½	5	28½	"
L4E 682+50		x		0-4	84.2	34	13	11	52.4	24½	5½	30	"
L4EF 706+35			40	0-20	84.5	27	2	5	55.4	26½	6	32½	"
L4EF 706+35			40	20-30	77.1	23	2	9	55.4	25	5½	30½	"
L4E 729+00		x		0-4	93.2	34	11	12	56.5	24	5½	29½	"
L4E 737+75		x		1-24	78.6	22	0	19	48.5	21½	4½	26	"
L4E 737+75		x		24-32	91.6	25	6	6	60.0	26	6	32	"
L4E 750+00		x		0-4	93.2	32	10	8	58.5	25	5½	30½	"
L4EF 812+35			40	0-26	85.0	25	4	4	57.5	26½	6	32½	"
4EF 812+35			40	0-32	92.8	33	11	6	59.5	26	6	32	"
4EF 812+35			40	26-31	86.4	25	4	15	55.3	23	5	28	"
4ER 881+40		x		0-4	79.5	33	11	17	44.6	22	5	27	"
L4EF 903+50		x		7-26	82.4	24	2	20	58.0	21	4½	25½	"
4EF 904+50		x		6-24	81.3	24	4	9	55.4	25	5	30½	"
4ER 912+70		x		0-4	76.6	28	8	21	43.0	20½	4½	25	"
4EF 922+64		x		2-5	81.6	30	10	21	45.4	20½	4½	25	"
4EF 922+64		x		5-33	88.0	24	3	13	55.5	23½	5	28½	"
4EF 932+25			40	0-30	67.2	25	2	19	42.0	21½	4½	26	"
EF 976+80	50			0-5	85.8	35	16	14	44.5	23	5	28	"
LF 976+80	50			5-8	73.8	26	4	13	49.0	23½	5	28½	"
4EF 976+80	50			8-26	71.4	25	2	32	50;8	17	3½	20½	"
4EF 991+30	30			1-3	93.0	28	6	12	50.0	24	5½	29½	"
4EF 995+50				0-4	85.7	29	10	13	47.4	23½	5	28½	"
4EF 1013+00				0-4	85.4	31	10	13	50.5	23½	5	28½	"
4EF 1013+00				4-7½	79.6	30	6	10	55.0	24½	5½	30	"

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design Data Sheet

Section: Willamette River-Hayesville
Willamette River-Gervais Unit
County: Clackamas-Marion **Prefix:** 24-1499-900
Length of Project: 11.98 Miles

Highway: Portland-Salem Expressway
Res. Eng'r.: B. O. Johnson
Stations: 614+30 to 1246+26.54

Location				Soil Characteristics						Computed Thickness			
Station	Rt	C L	Lt	Depth	% Pas 200	L. L.	P. I.	R Value	% Silt	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Traffic
$L4^{EF}$ 1020+40			40	10-30	89.4	26	4	16	62.0	22½	5	27½	Heavy
4^{ER} 1056+00		x		0- 4	88.5	38	16	11	49.3	24½	5½	30	"
4^{EF} 1099+40			40	0-20	84.4	25	4	14	54.5	23	5	28	"
			40	20-30	83.6	24	2	18	53.5	22	5	27	"
4^{E} 1100+00		x		0- 4	92.0	36	15	14	55.5	'23	5	28	"
4^{E} 1138+00		x		0- 4	93.2	31	12	8	52.5	25½	5½	31	"
4^{EF} 1171+50			40	0-12	83.5	25	0	34	52.3	16½	3½	20	"
			40	20-30	88.4	23	0	14	60.0	23	5	28	"
4^{E} 1245+50		X		0- 4	95.4	35	14	8	53.9	25½	5½	31	"

BF1-324(6)

4056

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design

Section: Gervais-Hayesville Unit
Willamette River-Hayesville
County: Marion
Prefix: 24-1499-900
Length of Project: 12.20 Miles

Highway: Portla nd-Salem Expressway
Res. Eng'r.: B.O. Johnson
Stations 1246+26.54 to 1850+37.72

DIMENSIONS IN INCHES

COMPUTED DESIGN				RECOMMENDED DETAIL OF BASE AND WEARING SURFACE						
Station to Station	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Select subgrade material	Surfacing in Place	Topping or Base	Leveling Course	Wearing Surface	Total Base etc. and Wearing Surface	Traffic
1246+26.54 - 1850+37.72	22	4½	26½	—	—	21	2	3½	26½	Heavy

RECEIVED

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer

Submitted by
Ass't. Construction Engineer

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway Engineer

BFI-324(6)

4056

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design

Section: Gervais-Hayesville Unit
Willamette River-Hayesville

County: Marion

Prefix: 24-1499-900

Length of Project: 12.20 Miles

Highway: Portla nd-Salem Expressway

Res. Eng'r.: B.O. Johnson

Stations 1246+26.54 to 1850+37.72

DIMENSIONS IN INCHES

COMPUTED DESIGN				RECOMMENDED DETAIL OF BASE AND WEARING SURFACE						
Station to Station	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Select subgrade material	Surfacing in Place	Topping or Base	Leveling Course	Wearing Surface	Total Base etc. and Wearing Surface	Traffic
1246+26.54 - 1850+37.72	22	4½	26½	—	—	21	2	3½	26½	Heavy

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cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer

Submitted by
Ass't. Construction Engineer

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
Soils Section
Base Design Data Sheet

Section: Willamette River-Hayesville
Gervais-Hayesville Unit
County: Marion
Prefix: 24-1499-900
Length of Project: 12.20 Miles

Highway: Portland-Salem Expressway
Res. Eng'r.: B. O. Johnson
Stations: 1246+26.54 to 1850+37.72

Location				Soil Characteristics						Computed Thickness			
Station	Rt	C L	Lt	Depth	% Pass 200	L. L.	P. I.	R Value	% Silt	Average Initial Base and Wearing Surface	Increase for Safety factor and Const. Traffic	Total Base and Wearing Surface	Traffic
1245+50		x		0-4	95.4	35	14	8	53.9	25½	5½	31	Heavy
1282+00			400'	1-12	94.3	30	6	18	61.4	22	5	27	"
1287+00			500'	1-12	94.0	32	9	22	64.5	22	5	27	"
1292+00			300'	0-1	93.4	27	6	11	60.1	24½	5½	30	"
1292+00			300'	1-12	94.4	32	9	10	63.0	24½	5½	30	"
1399+55		x		0-4	95.9	33	11	7	61.2	25½	5½	31	"
1307+50		x		0-4	93.6	33	10	8	54.0	25½	5½	31	"
1452+00		x		0-4	94.5	37	12	11	58.3	24½	5½	30	"
1480+00	500'			0-1½	93.2	29	4	9	59.3	25	5½	30½	"
1480+00	500'			1½-12	93.5	30	7	8	64.4	25	5½	30½	"
1485+00	600'			1½-12	96.0	38	16	8	58.5	25	5½	30½	"
1490+00	400'			1½-12	94.7	35	12	15	59.9	23	5	28	"
1550+00			150'	1-5	92.1	42	17	11	63.1	24½	5½	30	"
1550+00			150'	5-12	91.8	27	2	3	62.5	27	6	33	"
1550+00			150'	0-1	95.2	30	8	11	63.5	24½	5½	30	"
1560+00			200'	1-12	94.3	25	2	17	63.2	22	5	27	"
1591+00			200'	0-1	92.0	24	3	11	62.5	24½	5½	30	"
1591+00			200'	1-12	92.6	26	3	10	66.5	24½	5½	30	"
1602+00	400			1-12	94.2	28	5	8	62.5	25	5½	30½	"
1645+00			300'	0-1	88.9	26	3	21	56.0	20½	4½	25	"
1645+00			300'	1-12	94.5	38	16	15	55.6	23	5	28	"
1657+00	300			1-12	94.4	37	15	13	57.8	23½	5	28½	"
1688+00		x		0-4	91.7	31	10	9	57.3	25½	5½	31	"
1830+00		x		0-12	81.0	26	0	18	51.3	22	5	27	"
1831+00		x		0-4	89.6	32	9	13	55.7	23½	5	28½	"

/54

I-5
FI-2.4(-)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Willamette-Hayesville
Gervais-Hayesville Unit
County: Marion **Prefix:**
Length of Project:

Highway: Salem - Portland Expressway
Res. Eng'r.: B. O. Johnson
Stations:

The recommended total thickness of base course plus an A.C. wearing surface is 22 inches.

Submitted by W. C. Hill
~~Ass't.~~ ~~Construction~~ Soils Engineer

Recommended by H. G. Smith
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by
~~Ass't.~~ Deputy State Highway Engineer

cc
Deputy ~~Ass't.~~ State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Soils Engineer

12/8/53

RECEIVED
DEC 7 - '53
FOR FILING

4056

December 3, 1953

R. A. Heintz Construction Co.
211 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4056, which was awarded to you on November 6, 1953 by the State Highway Commission, for grading on the Willamette River-Gervais Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 1 - 1953
FOR FILING

Salem, Oregon
November 27, 1953

Mr. C. W. Enfield
Chief Counsel

It is requested that a throughway agreement be prepared for the Gervais-Hayesville Unit of the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County.

Attached is a draft covering the points of access, closures, etc., which have been verbally approved by the Marion County Court. One copy of Exhibit "A" is also attached for your information. Additional copies of the exhibit will be attached by the County and City Relations Division.

Please prepare six copies of the agreement in addition to any required by the Legal Division.

W. C. Williams
Assistant State Highway Engineer

Att.

JDG:MM
cc: J. W. Cattrall

APPROVED FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Attached is a suggested draft to the Legal Division covering the Gervais-Hayesville Unit of the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County.

The separation structures, points of access, and closures have been discussed with and verbally approved by the Marion County Court.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

NOTED
W. C. WILLIAMS

JDG:MM
Att.

RECEIVED
[illegible] 1953
FOR FILING

[illegible]

AGENDA
DEC 10 1953
3a-6

November 6, 1953

R. A. Heintz Construction Co.
211 N. E. Columbia Boulevard
Portland, Oregon

Gentlemen:

The State Highway Commission on September 24th accepted your proposal for grading on the Willamette River-Gervais Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties for the sum of $632,794.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and approval of the Bureau of Public Roads was received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4056.

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. W. A. Franzwa
Mr. H. G. Smith
Mr. J. H. Probert
Mrs. Goldie Lewis

E. R.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 6, 1953
2:35 p.m.

R. A. Heintz Construction Co.
211 N. E. Columbia Boulevard
Portland, Oregon

The State Highway Commission today received satisfaction of condition governing award to you fo contract for Willamette River-Gervais Unit, Willamette River-Hayesville Section of Portland-Salem Expressway in Marion and Clackamas Counties for which you submitted low bid on September 24. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

September 24, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI-324(6)

43

November 6, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir;

As requested in your letter of today advising that all rights of entry have been acquired, we hereby concur as of this date in award of Contract No. 4056 for Oregon Project BFI-324(6), Willamette River-Gervais Section of the Portland-Salem Expressway in Clackamas and Marion Counties, to R. A. Heintz Construction Co., Portland, Oregon, low bidder in the amount of $632,794 at the September 24, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

[illegible] FOR FILING

November 6, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Willamette River-Gervais Section of the Portland-Salem Expressway in Clackamas and Marion Counties, Project BFI-324 (6), to the R. A. Heintz Construction Co. of Portland, Oregon, on the basis of the bid of $632,794 submitted on September 24, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

RECEIVED

FOR FILING

FORM E-90 87,000 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

4600

To:

Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

Dear Sir:

Please be advised in accordance with Assignment No. 4600 WCW, we have had the right of way through the Charles Whitney property on the Willamette River-Gervais Road Section staked.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:js

RECEIVED
1953

RECEIVED
OCT 28 1953
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
October 23, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of a throughway agreement with Marion County covering the Willamette River-Gervais Unit of the Portland-Salem Expressway.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Marion County.

Yours very truly,

Secretary

rn
Attach: 1

RECEIVED
FOR FILING

October 23, 1953

County Court of Marion County
Court House
Salem, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Marion County a fully executed copy of a throughway agreement between the State Highway Commission and Marion County covering the Willamette River-Gervais Unit of the Portland-Salem Expressway.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

Woodburn Ore.
10-19-53

PLEASE RETURN TO
W. C. WILLIAMS

State Highway Department

I would like for you to stake of the road so I can commence building my fences as the road cuts my sheep pasture away from my buildings so will haft to have a fence before they start to grade the road.

Yours Truly
Charles Whitney

NOTED
W. C. WILLIAMS

RECEIVED

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]

September 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BFI-324(6), Willamette River-Gervais Unit of the Portland-Salem Expressway. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Willamette River-Hayesville   Highway: Portland-Salem Expressway

County: Marion-Clackamas   Prefix: 24-1499   Res. Engr.: B. O. Johnson

Length of Project: 11.97 Miles   Stations: 615+00 to 1246+26.54

The recommended total thickness of base course plus an A.C. wearing surface for the Willamette River-Gervais Unit, Station 615+00 to 1246+26.54 is 22 inches.

Design data is attached.

Submitted by
Soils Engineer

Recommended by
Construction Engineer

Recommended by G. W Harra
Engineer of Materials

Approved by
Ass't. State Hwy. Engineer

cc
Ass't. State Highway Engr.
Construction Engineer
Engineer of Materials
Division Engineer (J. D. Walker)
Resident Engineer (B. O. Johnson)
Office Engineer
Soils Engineer

8/25/53

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Willamette River-Hayesville   **Highway:** Portland-Salem Expressway

County: Marion-Clackamas   **Prefix:** 24-1499   **Res. Engr.:** B. O. Johnson

Length of Project: 11.97 Miles   **Stations:** 615+00 to 1246+26.54

The recommended total thickness of base course plus an A.C. wearing surface for the Willamette River-Gervais Unit, Station 615+00 to 1246+26.54 is 22 inches.

Design data is attached.

Submitted by ______________
Soils Engineer

Recommended by ______________
Construction Engineer

Recommended by G. W Harra
Engineer of Materials

Approved by ______________
Ass't. State Hwy. Engineer

cc
Ass't. State Highway Engr.
Construction Engineer
Engineer of Materials
Division Engineer (J. D. Walker)
Resident Engineer (B. O. Johnson)
Office Engineer
Soils Engineer

8/25/53

Location		Soil Characteristics					Required Thickness	
							Traffic	
Station	Depth	% Pass 200	LL	PI	R Value	% Silt	Medium	Heavy
L4E 629+00, ℄	0 - 4'	82.6	33	12	13	47.0	15"	23½"
L6 635+85	3'- 5'	82.1	35	14	14	54.9	15½"	25½"
L6 635+85	6'-10'	72.3	30	9	9	46.9	16½"	27 "
L6 635+85	10'-14'	68.8	25	6	8	44.5	16½"	27 "
L6 635+85	16'-18'	44.7	20	0	45	28.5	9½"	13½"
L4E 638+00, ℄	0 - 4'	80.1	29	9	13	48.4	15 "	23½"
L4E 682+50, ℄	0 - 4'	84.2	34	13	11	52.4	15 "	24½"
L4EF 706+35, 40' Lt.	0 -20'	84.5	27	2	5	55.4		26½"
L4EF 706+35, 40' Lt.	20'-30'	77.1	23	2	9	55.4		25 "
L4E 729+00, ℄	0 - 4'	93.2	34	11	12	56.5	15"	24 "
L4E 737+75, ℄	1'-24'	78.6	22	0	19	48.5	14 "	21½"
L4E 737+75, ℄	24'-32'	91.6	25	6	6	60.0	16 "	26 "
L4E 750+00, ℄	0 - 4'	93.2	32	10	8	58.5	15½"	25 "
L4EF 812+35, 40' Lt.	0 -26'	85.0	25	4	4	57.5		26½"
L4EF 812+35, 40' Lt.	0 -32'	92.8	33	11	6	59.5		26 "
L4EF 812+35, 40' Lt.	26'-31'	86.4	25	4	15	55.3		23 "
L4ER 881+40, ℄	0 - 4'	79.5	33	11	17	44.6	14 "	22 "
L4EF 903+50, ℄	7'-26'	82.4	24	2	20	58.0	13½"	21 "
L4EF 904+50, ℄	6'-24'	81.3	24	4	9	55.4	15½"	25 "
L4ER 912+70, ℄	0 - 4'	76.6	28	8	21	43.0	13½"	20½"
L4EF 922+64, ℄	2'- 5'	81.6	30	10	21	45.4	13½"	20½"
L4EF 922+64, ℄	5'-33'	88.0	24	3	13	55.5	15 "	23½"
L4EF 932+25, 40' Lt.	0 -30'	67.2	25	2	19	42.0		21½"
L4EF 976+80, 50' Rt.	0 - 5'	85.8	35	16	14	44.5	14½"	23 "
L4EF 976+80, 50' Rt.	5'- 8'	73.8	26	4	13	49.0	15 "	23½"
L4EF 976+80, 50' Rt.	8'-26'	71.4	25	2	32	50.8	11½"	17 "
L4EF 991+30, 30' Rt.	1'- 3'	93.0	28	6	12	50.0	15 "	24 "
L4EF 995+50	0 - 4'	85.7	29	10	13	47.4		23½"
L4EF 991+30, 30' Rt.	3'- 5'	93.8	38	17	16	52.5	14½"	22½"
L4EF 991+30, 30' Rt.	5'- 8'	92.0	30	0	7	58.5	16 "	25½"
L4EF 995+50	4'-11.5'	83.2	28	5	9	56.0		25 "
L4EF 1013+00	0 - 4'	85.4	31	10	13	50.5		23½"
L4EF 1013+00	4'-7.5'	79.6	30	6	10	55.0		24½"
L4EF 1020+40, 40' Lt.	10'-30'	89.4	26	4	16	62.0		22½"
L4ER 1056+00, ℄	0 - 4'	88.5	38	16	11	49.3	15½"	24½"
L4EF 1099+40, 40' Lt.	0 -20'	84.4	25	4	14	54.5		23 "
L4EF 1099+40, 40' Lt.	20'-30'	83.6	24	2	18	53.5		22 "
L4E 1100+00, ℄	0 - 4'	92.0	36	15	14	55.5	14½"	23 "
L4E 1138+00, ℄	0 - 4'	93.2	31	12	8	52.5	15½"	25½"
L4EF 1171+50, 40' Lt.	0 -12'	83.5	25	0	34	52.3		16½"
L4EF 1171+50, 40' Lt.	20'-30'	88.4	23	0	14	60.0		23 "
L4E 1245+50, ℄	0 - 4'	95.4	35	14	8	53.9	15½"	25½"

RECEIVED
JUN 29 1953
FOR FILING

BFI-[illegible](6)

11[illegible]

Salem, Oregon
June 24, 1953

Mr. C. W. Enfield
Chief Counsel

The Highway Commission plans and proposes to construct the Willamette River-Gervais Unit of the Willamette River-Hayesville Section of the Portland-Salem Expressway. This project is to be constructed as a throughway. Within the limits of the project a service connecting road is to be constructed along the westerly side of the throughway from Boones Ferry-County Line Road, Clackamas County Road No. 277 (a point opposite Portland-Salem Expressway survey station approximately 670) to an intersection with Marion County Road No. 428 west of the throughway in Marion County. The Commission also plans to close the Boones Ferry-County Line Road at its easterly and westerly intersections with the throughway right of way line.

It is requested that a resolution be prepared for adoption by the Clackamas County Court covering the closures as required by the Throughway Act. Four copies of "Exhibit A," upon which the closures are indicated by a red line and the proposed service connection is colored in blue, are enclosed for attachment to the resolution.

W. C. Williams
Assistant State Highway Engineer

Encl.

JDG:MM
cc: John W. Cattrall

FORM E-90 37,500 4-52 56606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W C WILLIAMS

Enclosed is a suggested letter with attachments to the Legal Division requesting preparation of a throughway agreement covering a portion of the Willamette-Gervais Unit of the Portland-Salem Expressway. The closures are as proposed by the Right of Way Division and verbally approved by the Clackamas County Court.

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

JDG:MM
Encl.

RECEIVED
JUN 2[illegible] 1953
[illegible]
STATE HIGHWAY ENGINEER

BF-124(5) Rocky Point-Brush Cr. Sec., 1953
Oregon Coast Hwy.
#4057

RECEIVED
NOV 6 - 1968

xxxxxxxxxxxxxxxxxx:
xxxxxx

Thaddeus Bruno, Member
Portland

BF-1-1

11-7

November 4, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are forwarding three copies of final voucher for the following bond-financed Federal-Aid Project:

BF-124(5)	Rocky Point-Brush Cr. Section	$121,536.89

This voucher is being submitted for reimbursement as sufficient bond maturity payments have been made by the State to cover this cost, in addition to bond-financed projects submitted to you for reimbursement previously.

This project was previously submitted on December 29, 1967, as a progress voucher for partial reimbursement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

CL:bb
cc: R. L. Porter
F. B. Klaboe
R. N. Chase
C. H. Maison

4457

RECEIVED SEP 24 1957

Monthly transaction number 9-86	For -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
		County Curry
Project report number 8 BF 124(5)	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project number BF-124(5)

10 57

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 22, 1954, is hereby modified as follows:

Revised estimated total cost of project	$ 1,190,855.78
Revised Federal funds	$ 738,330.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of September, 1957.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds

Chairman, State Highway Commission
(Title)

By Mk McIver

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11170

6. 1 4057

Monthly transaction number 9-66	Fo -2A (5-1-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Curry
Project report number BF 8 124(5)		Project number BF-124(5)

RECEIVED
SEP 24 1957

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Revised estimated total cost of project	$ 1,190,855.78
Revised Federal funds	$ 738,330.00

Other revisions - **None.**

All other terms and conditions of the Project Agreement will remain in full force and effect.

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OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds

Chairman, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CG Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Bond Issue

Project No. BF-124(5)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of November, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 1953, a program, which was approved on the 1st day of September, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved ~~recommended for approval~~ by the District Engineer of the Bureau of Public Roads on the 10th day of September, 1953; and

Whereas the District ~~Division~~ Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of seven hundred thirty-four thousand and 00/100 dollars ($734,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

A4.62

GPO 16—11370-5

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Proceeds of bonds as follows:

(Include date and citation of act of legislature by which authorized)

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

~~(b) From other sources~~

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 127+00 in the NW 1/4, Section 15, T. 33 S., R. 15 W., W.M., and survey station 416+00 in the SE 1/4, Section 36, T. 33 S., R. 15 W., W.M., except stations 315+10.24 Bk. = 313+03.01 Ah. to 347+24.81 Bk. = 345+00 Ah., length 4.907 miles, in Curry County, being Oregon Federal Aid / Bond Issue project No. BF-124(5), consisting of 4.766 miles of roadway and four bridges, each of more than 20 feet clear span, 0.141 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

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FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Proceeds of bonds as follows:

(Include date and citation of act of legislature by which authorized)

~~From other sources~~

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 127+00 in the NW 1/4, Section 15, T. 33 S., R. 15 W., W.M., and survey station 416+00 in the SE 1/4, Section 36, T. 33 S., R. 15 W., W.M., except stations 315+10.24 Bk. = 313+03.01 Ah. to 347+24.81 Bk. = 345+00 Ah., length 4.907 miles, in Curry County, being Oregon Federal Aid / Bond Issue project No. BF-124(5), consisting of 4.766 miles of roadway and four bridges, each of more than 20 feet clear span, 0.141 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

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UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of seven hundred thirty-four thousand and 00/100 dollars ($734,000.00), which does not exceed the authorized Federal pro rata share of one million, one hundred eighty-four thousand, five hundred seventeen and 40/100 dollars ($1,184,517.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

H B Glaisyer
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By M K McIver
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By *Division Engineer,*
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

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OCT 5 1954
OREGON DISTRICT

Oregon State Highway Department

Federal Aid Project
No. BF-124 (5)

ROCKY POINT-BRUSH CREEK SECTION OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 16, 1954

Type Code 6201
2-Lane Roadway (Sta. 127+00 to Sta. 175+00)(Sta. 210+00 to Sta. 240+00) (Sta. 287+00 to Sta. 315+10.24 = 313+03.01)(Sta. 347+24.81 = 345+00 to Sta. 416+00)(Contract No. 4057)

All Required		Clearing and Grubbing (60%)		$ 30,600.00
2,900	cu. yds.	Structural Excavation, Unclassified	$ 1.25	3,625.00
120	cu. yds.	Trench Excavation, Unclassified	3.00	360.00
483,000	cu. yds.	General Excavation, Unclassified	0.44	212,520.00
782,900	yd. sta.	Short Overhaul	0.02	15,658.00
65,000	C-yd. sta.	Long Overhaul	0.20	13,000.00
3.26	miles	Finishing Roadbed and Slopes	1,000.00	3,260.00
19,000	lin. ft.	Rounding Cutbanks	0.20	3,800.00
1,800	lin. ft.	6-inch Perforated Metal Drain Pipe	1.65	2,970.00
1,000	lin. ft.	8-inch Perforated Metal Drain Pipe	2.45	2,450.00
350	cu. yds.	3/8" - 0 Backfill in Drains	8.00	2,800.00
30	lin. ft.	12-inch Corrugated Metal Pipe	3.40	102.00
1,700	lin. ft.	18-inch Corrugated Metal Pipe	4.60	7,820.00
230	lin. ft.	54-inch Corrugated Metal Pipe, Protected Invert	28.00	6,440.00
36	lin. ft.	60-inch Corrugated Metal Pipe, Protected Invert	42.00	1,512.00
100	lin. ft.	96-inch Structural Plate Pipe	53.00	5,300.00
90	cu. yds.	Class "A" Concrete	77.00	6,930.00
14,000	lbs.	Metal Reinforcement	0.15	2,100.00
60	only	Corrugated Metal Sight Posts	7.00	420.00
18,800	cu. yds.	Selected Roadbed Topping	0.55	10,340.00
53,000	yd. mi.	Hauling Roadbed Topping	0.12	6,360.00
4,500	cu. yds.	3/4" - 0 Material in Leveling Course	2.95	13,275.00
1,200	M-gal.	Sprinkling	2.85	3,420.00
500	cu. yds.	3/4" - 0 Material in Binder Course	4.40	2,200.00
110	tons	RC-3 Asphalt in Binder Course	50.00	5,500.00
7,600	tons	Class "B" Asphaltic Concrete	7.10	53,960.00
680	cu. yds.	Aggregate in Shoulder Oiling	5.65	3,842.00
50	tons	150-200 Asphalt in Shoulder Oiling	45.00	2,250.00
16	tons	RS-1 Asphalt in Shoulder Oiling	50.00	800.00
			Subtotal	$423,614.00
			10% Engr. & Cont.	42,361.40
			Total	$465,975.40

Length of Roadway 3.249 miles
Cost of Roadway per Mile $143,421.17

Type Code 6201
3-Lane Roadway (Sta. 175+00 to Sta. 210+00)(Sta. 240+00 to Sta. 287+00)
(Contract No. 4057)

All Required		Clearing and Grubbing (30%)		$ 15,300.00
3,380	cu. yds.	Structural Excavation, Unclassified	$ 1.25	4,225.00
100	cu. yds.	Trench Excavation, Unclassified	3.00	300.00
618,100	cu. yds.	General Excavation, Unclassified	0.44	271,964.00
622,300	yd. sta.	Short Overhaul	0.02	12,446.00
12,800	C-yd. sta.	Long Overhaul	0.20	2,560.00
1.63	miles	Finishing Roadbed and Slopes	1,000.00	1,530.00
8,000	lin. ft.	Rounding Cutbanks	0.20	1,600.00
1,400	lin. ft.	6-inch Perforated Metal Drain Pipe	1.65	2,310.00
1,800	lin. ft.	8-inch Perforated Metal Drain Pipe	2.45	4,410.00
550	cu. yds.	3/8" - 0 Backfill in Drains	8.00	4,400.00
50	lin. ft.	12-inch Corrugated Metal Pipe	3.40	170.00
1,080	lin. ft.	18-inch Corrugated Metal Pipe	4.60	4,968.00
40	only	Corrugated Metal Sight Posts	7.00	280.00
14,100	cu. yds.	Selected Roadbed Topping	0.55	7,755.00
41,300	yd. mi.	Hauling Roadbed Topping	0.12	4,956.00
2,950	cu. yds.	3/4" - 0 Material in Leveling Course	2.95	8,702.50
800	M-gal.	Sprinkling	2.85	2,280.00
450	cu. yds.	3/4" - 0 Material in Binder Course	4.40	1,980.00
90	tons	RC-3 Asphalt in Binder Course	50.00	4,500.00
6,800	tons	Class "B" Asphaltic Concrete	7.10	48,280.00
370	cu. yds.	Aggregate in Shoulder Oiling	5.65	2,090.50
30	tons	150-200 Asphalt in Shoulder Oiling	45.00	1,350.00
8	tons	RS-1 Asphalt in Shoulder Oiling	50.00	400.00
			Subtotal	$408,757.00
			10% Engr. & Cont.	40,875.70
			Total	$449,632.70

Length of Roadway 1.517 miles
Cost of Roadway per Mile $296,395.97

Type Code X021
Brush Creek Bridge #1 (Sta. 279+29 to 281+19.66)(Contract No. 4108)

590	cu. yds.	Structural Excavation	$ 5.00	$ 2,950.00
10	cu. yds.	Excavation Below Elevation Shown	20.00	200.00
1,150	lin. ft.	Furnish Steel Piling	5.50	6,325.00
20	only	Drive Steel Piles	60.00	1,200.00
740	cu. yds.	Class "A" Concrete	69.00	51,060.00
160,000	lbs.	Metal Reinforcement	0.127	20,320.00
80	lin. ft.	8-inch Metal Drain Pipe	3.00	240.00
				$ 82,295.00

Type Code X021
Brush Creek Bridge #2 (Sta. 351+10 to Sta. 352+10)(Contract No. 4108)

150	cu. yds.	Structural Excavation	$ 5.00	$ 750.00
10	cu. yds.	Excavation Below Elevation Shown	20.00	200.00
330	lin. ft.	Furnish Steel Piling	5.50	1,815.00
10	only	Drive Steel Piles	60.00	600.00
200	cu. yds.	Class "A" Concrete	69.00	13,800.00
42,000	lbs.	Metal Reinforcement	0.127	5,334.00
20	lin. ft.	8-inch Metal Drain Pipe	3.00	60.00
				$ 22,559.00

Type Code X021
Bear Trap Creek Bridge (Sta. 406+66 to Sta. 407+46)(Contract No. 4108)

170	cu. yds.	Structural Excavation	$ 5.00	$ 850.00
10	cu. yds.	Excavation Below Elevation Shown	20.00	200.00
170	cu. yds.	Class "A" Concrete	69.00	11,730.00
42,000	lbs.	Metal Reinforcement	0.127	5,334.00
10	lin. ft.	8-inch Metal Drain Pipe	3.00	30.00
All Required		Removal of Old Bear Trap Creek Bridge		1,000.00
				$ 19,144.00

Type Code X021
Rocky Point Viaduct (Sta. 139+40 to Sta. 143+13.50)(Contract No. 4164)

All Required		Shoring, Cribbing, Etc.		$ 23,000.00
950	cu. yds.	Structural Excavation	$ 8.50	8,075.00
50	cu. yds.	Excavation Below Elevation Shown	20.00	1,000.00
1,150	cu. yds.	Class "A" Concrete	48.00	55,200.00
280,000	lbs.	Metal Reinforcement	0.115	32,200.00
3,000	lbs.	Structural Carbon Steel	0.33	990.00
				$120,465.00

Subtotal	$244,463.00
10% Engr. & Cont.	24,446.30
Total	$268,909.30

Length of 4 Structures 0.141 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$ 465,975.40	$288,747.00	$177,228.40
3-Lane Roadway	449,632.70	278,620.00	171,012.70
Structures	268,909.30	166,633.00	102,276.30
	$1,184,517.40	$734,000.00	$450,517.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951; Chap. 20, laws 1953.

State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. BF-124 (5)

ROCKY POINT-BRUSH CREEK SECTION

OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 26, 1954

Type Code 6201
2-Lane Roadway (Sta. 127+00 to Sta. 175+00)(Sta. 210+00 to Sta. 240+00)
(Sta. 287+00 to Sta. 315+10.24 = 313+03.01) (Sta. 347+24.81 =
345+00 to Sta. 416+00)(Contract No. 4057)

All Required		Clearing and Grubbing (60%)		$ 30,600.00
2,900	cu. yds.	Structural Excavation, Unclassified	$ 1.25	3,625.00
120	cu. yds.	Trench Excavation, Unclassified	3.00	360.00
483,000	cu. yds.	General Excavation, Unclassified	0.44	212,520.00
782,900	yd. sta.	Short Overhaul	0.02	15,658.00
65,000	C-yd. sta.	Long Overhaul	0.20	13,000.00
3.26	miles	Finishing Roadbed and Slopes	1,000.00	3,260.00
19,000	lin. ft.	Rounding Cutbanks	0.20	3,800.00
1,800	lin. ft.	6-inch Perforated Metal Drain Pipe	1.65	2,970.00
1,000	lin. ft.	8-inch Perforated Metal Drain Pipe	2.45	2,450.00
350	cu. yds.	3/8" - 0 Backfill in Drains	8.00	2,800.00
30	lin. ft.	12-inch Corrugated Metal Pipe	3.40	102.00
1,700	lin. ft.	18-inch Corrugated Metal Pipe	4.60	7,820.00
230	lin. ft.	54-inch Corrugated Metal Pipe, Protected Invert	28.00	6,440.00
36	lin. ft.	60-inch Corrugated Metal Pipe, Protected Invert	42.00	1,512.00
100	lin. ft.	96-inch Structural Plate Pipe	53.00	5,300.00
90	cu. yds.	Class "A" Concrete	77.00	6,930.00
14,000	lbs.	Metal Reinforcement	0.15	2,100.00
60	only	Corrugated Metal Sight Posts	7.00	420.00
18,800	cu. yds.	Selected Roadbed Topping	0.55	10,340.00
53,000	yd. mi.	Hauling Roadbed Topping	0.12	6,360.00
4,500	cu. yds.	3/4" - 0 Material in Leveling Course	2.95	13,275.00
1,200	M-gal.	Sprinkling	2.85	3,420.00
500	cu. yds.	3/4" - 0 Material in Binder Course	4.40	2,200.00
110	tons	RC-3 Asphalt in Binder Course	50.00	5,500.00
7,600	tons	Class "B" Asphaltic Concrete	7.10	53,960.00
680	cu. yds.	Aggregate in Shoulder Oiling	5.65	3,842.00
50	tons	150-200 Asphalt in Shoulder Oiling	45.00	2,250.00
16	tons	RS-1 Asphalt in Shoulder Oiling	50.00	800.00
		Subtotal		$423,614.00
		10% Engr. & Cont.		42,361.40
		Total		$465,975.40

Length of Roadway 3.249 miles
Cost of Roadway per Mile $143,421.17

Type Code 6201
3-Lane Roadway (Sta. 175+00 to Sta. 210+00)(Sta. 240+00 to Sta. 287+00)
(Contract No. 4057)

All Required		Clearing and Grubbing (30%)		$ 15,300.00
3,380	cu. yds.	Structural Excavation, Unclassified	$ 1.25	4,225.00
100	cu. yds.	Trench Excavation, Unclassified	3.00	300.00
618,100	cu. yds.	General Excavation, Unclassified	0.44	271,964.00
622,300	yd. sta.	Short Overhaul	0.02	12,446.00
12,800	C-yd. sta.	Long Overhaul	0.20	2,560.00
1.53	miles	Finishing Roadbed and Slopes	1,000.00	1,530.00
8,000	lin. ft.	Rounding Cutbanks	0.20	1,600.00
1,400	lin. ft.	6-inch Perforated Metal Drain Pipe	1.65	2,310.00
1,800	lin. ft.	8-inch Perforated Metal Drain Pipe	2.45	4,410.00
550	cu. yds.	3/8" - 0 Backfill in Drains	8.00	4,400.00
50	lin. ft.	12-inch Corrugated Metal Pipe	3.40	170.00
1,080	lin. ft.	18-inch Corrugated Metal Pipe	4.60	4,968.00
40	only	Corrugated Metal Sight Posts	7.00	280.00
14,100	cu. yds.	Selected Roadbed Topping	0.55	7,755.00
41,300	yd. mi.	Hauling Roadbed Topping	0.12	4,956.00
2,950	cu. yds.	3/4" - 0 Material in Leveling Course	2.95	8,702.50
800	M-gal.	Sprinkling	2.85	2,280.00
450	cu. yds.	3/4" - 0 Material in Binder Course	4.40	1,980.00
90	tons	RC-3 Asphalt in Binder Course	50.00	4,500.00
6,800	tons	Class "B" Asphaltic Concrete	7.10	48,280.00
370	cu. yds.	Aggregate in Shoulder Oiling	5.65	2,090.50
30	tons	150-200 Asphalt in Shoulder Oiling	45.00	1,350.00
8	tons	RS-1 Asphalt in Shoulder Oiling	50.00	400.00
			Subtotal	$408,757.00
			10% Engr. & Cont.	40,875.70
			Total	$449,632.70

Length of Roadway 1.517 miles
Cost of Roadway per mile $296,395.97

Type Code X021
Brush Creek Bridge #1 (Sta. 279+29 to 281+19.66)(Contract No. 4108)

590	cu. yds.	Structural Excavation	$ 5.00	$ 2,950.00
10	cu. yds.	Excavation Below Elevation Shown	20.00	200.00
1,150	lin. ft.	Furnish Steel Piling	5.50	6,325.00
20	only	Drive Steel Piles	60.00	1,200.00
740	cu. yds.	Class "A" Concrete	69.00	51,060.00
160,000	lbs.	Metal Reinforcement	1.27	20,320.00
80	lin. ft.	8-inch Metal Drain Pipe	3.00	240.00
				$ 82,295.00

Type Code X021
Brush Creek Bridge #2 (Sta. 351+10 to Sta. 352+10)(Contract No. 4108)

150	cu. yds.	Structural Excavation	$ 5.00	$ 750.00
10	cu. yds.	Excavation Below Elevation Shown	20.00	200.00
330	lin. ft.	Furnish Steel Piling	5.50	1,815.00
10	only	Drive Steel Piles	60.00	600.00
200	cu. yds.	Class "A" Concrete	69.00	13,800.00
42,000	lbs.	Metal Reinforcement	0.127	5,334.00
20	lin. ft.	8-inch Metal Drain Pipe	3.00	60.00
				$ 22,559.00

Type Code X021
Bear Trap Creek Bridge (Sta. 406+66 to Sta. 407+46)(Contract No. 4108)

170	cu. yds.	Structural Excavation	$ 5.00	$ 850.00
10	cu. yds.	Excavation Below Elevation Shown	20.00	200.00
170	cu. yds.	Class "A" Concrete	69.00	11,730.00
42,000	lbs.	Metal Reinforcement	0.127	5,334.00
10	lin. ft.	8-inch Metal Drain Pipe	3.00	30.00
All Required		Removal of Old Bear Trap Creek Bridge		1,000.00
				$ 19,144.00

Type Code X021
Rocky Point Viaduct (Sta. 139+40 to Sta. 143+13.50)

All Required		Shoring, Cribbing, Etc.		$ 15,000.00
950	cu. yds.	Structural Excavation	$ 10.00	9,500.00
50	cu. yds.	Excavation Below Elevation Shown	15.00	750.00
1,150	cu. yds.	Class "A" Concrete	70.00	80,500.00
280,000	lbs.	Metal Reinforcement	0.12	33,600.00
3,000	lbs.	Structural Carbon Steel	0.50	1,500.00
				$140,850.00

Subtotal	$264,848.00
10% Engr. & Cont.	26,484.80
Total	$291,332.80

Length of 4 Structures 0.141 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$ 465,975.40	$288,788.00	$177,187.40
3-Lane Roadway	449,632.70	278,659.00	170,973.70
Structures	291,332.80	180,553.00	110,779.80
	$1,206,940.90	$748,000.00	$458,940.90

Oregon State Highway Department

Federal Aid Project
No. BF-124(5)

ROCKY POINT - BRUSH CREEK SECTION

OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon February 9, 1954

Type Code 6201
2 Lane Roadway (Sta. 127+00 to Sta. 175+00)(Sta. 210+00 to Sta. 240+00) (Sta. 287+00 to Sta. 315+10.24=313+03.01)(Sta. 347+24.81=345+00 to Sta. 416+00)(Contract No. 4057)

All Required	Clearing and Grubbing (60%)		$ 30,600.00
2,900 cu. yds.	Structural Excavation, Unclassified$	1.25	3,625.00
120 cu. yds.	Trench Excavation, Unclassified	3.00	360.00
483,000 cu. yds.	General Excavation, Unclassifiedd	0.44	212,520.00
782,900 yd. sta.	Short Overhaul	0.02	15,658.00
65,000 C-yd. sta.	Long Overhaul	0.20	13,000.00
3.26 miles	Finishing Roadbed and Slopes	1,000.00	3,260.00
19,000 lin. ft.	Rounding Cutbanks	0.20	3,800.00
1,800 lin. ft.	6 inch Perforated Metal Drain Pipe	1.65	2,970.00
1,000 lin. ft.	8 inch Perforated Metal Drain Pipe	2.45	2,450.00
350 cu. yds.	3/8" - 0 Backfill in Drains	8.00	2,800.00
30 lin. ft.	12-inch Corrugated Metal Pipe	3.40	102.00
1,700 lin. ft.	18-inch Corrugated Metal Pipe	4.60	7,820.00
230 lin. ft.	54-inch Corrugated Metal Pipe, Protected Invert	28.00	6,440.00
36 lin. ft.	60-inch Corrugated Metal Pipe, Protected Invert	42.00	1,512.00
100 lin. ft.	96-inch Structural Plate Pipe	53.00	5,300.00
90 cu. yds.	Class "A" Concrete	77.00	6,930.00
14,000 lbs.	Metal Reinforcement	0.15	2,100.00
60 only	Corrugated Metal Sight Posts	7.00	420.00
18,800 cu. yds.	Selected Roadbed Topping	0.55	10,340.00
53,000 yd. mi.	Hauling Roadbed Topping	0.12	6,360.00
4,500 cu. yds.	3/4" - 0 Material in Leveling Course	2.95	13,275.00
1,200 M-gal.	Sprinkling	2.85	3,420.00
500 cu. yds.	3/4" - 0 Material in Binder Course	4.40	2,200.00
110 tons	RC-3 Asphalt in Binder Course	50.00	5,500.00
7,600 tons	Class "B" Asphaltic Concrete	7.10	53,960.00
680 cu. yds.	Aggregate in Shoulder Oiling	5.65	3,842.00
50 tons	150-200 Asphalt in Shoulder Oiling	45.00	2,250.00
16 tons	RS-1 Asphalt in Shoulder Oiling	50.00	800.00
	Subtotal		$423,614.00
	10% Engr. & Cont.		42,361.40
	Total		$465,975.40

Length of Roadway 3.259 miles
Cost of Roadway per Mile $142,981.09

Type Code 6201
3 Lane Roadway (Sta. 175+00 to Sta. 210+00)(Sta. 240+00 to Sta. 287+00)
(Contract No. 4057)

All Required	Clearing and Grubbing (30%)		$ 15,300.00
3,380 cu. yds.	Structural Excavation, Unclassified	$ 1.25	4,225.00
100 cu. yds.	Trench Excavation, Unclassified	3.00	300.00
618,100 cu. yds.	General Excavation, Unclassified	0.44	271,964.00
622,300 yd. sta.	Short Overhaul	0.02	12,446.00
12,800 C-yd. sta.	Long Overhaul	0.20	2,560.00
1.53 miles	Finishing Roadbed and Slopes	1,000.00	1,530.00
8,000 lin. ft.	Rounding Cutbanks	0.20	1,600.00
1,400 lin. ft.	6-inch Perforated Metal Drain Pipe	1.65	2,310.00
1,800 lin. ft.	8-inch Perforated Metal Drain Pipe	2.45	4,410.00
550 cu. yds.	3/8" - 0 Backfill in Drains	8.00	4,400.00
50 lin. ft.	12-inch Corrugated Metal Pipe	3.40	170.00
1,080 lin. ft.	18-inch Corrugated Metal Pipe	4.60	4,968.00
40 only	Corrugated Metal Sight Posts	7.00	280.00
14,100 cu. yds.	Selected Roadbed Topping	0.55	7,755.00
41,300 yd. mi.	Hauling Roadbed Topping	0.12	4,956.00
2,950 cu. yds.	3/4" - 0 Material in Leveling Course	2.95	8,702.50
800 M-gal.	Sprinkling	2.85	2,280.00
450 cu. yds.	3/4" - 0 Material in Binder Course	4.40	1,980.00
90 tons	RC-3 Asphalt in Binder Course	50.00	4,500.00
6,800 tons	Class "B" Asphaltic Concrete	7.10	48,280.00
370 cu. yds.	Aggregate in Shoulder Oiling	5.65	2,090.50
30 tons	150-200 Asphalt in Shoulder Oiling	45.00	1,350.00
8 tons	RS-1 Asphalt in Shoulder Oiling	50.00	400.00
	Subtotal		$408,757.00
	10% Engr. & Cont.		40,875.70
	Total		$449,632.70

Length of Roadway 1.517 miles
Cost of Roadway per Mile $296,395.97

Type Code X021
Brush Creek Bridge #1 (Sta. 279+29 to Sta. 281+19.66)

590 cu. yds.	Structural Excavation	$ 8.00	$ 4,720.00
10 cu. yds.	Excavation Below Elevation Shown	10.00	100.00
1,150 lin. ft.	Furnish Steel Piling	6.00	6,900.00
20 only	Drive Steel Piles	60.00	1,200.00
740 cu. yds.	Class "A" Concrete	68.00	50,320.00
160,000 lbs.	Metal Reinforcement	0.115	18,400.00
80 lin. ft.	8-inch Metal Drain Pipe	4.00	320.00
			$81,960.00

Type Code X021
Brush Creek Bridge #2 (Sta. 351+10 to Sta. 352+10)

150 cu. yds.	Structural Excavation	$ 8.00	$ 1,200.00
10 cu. yds.	Excavation Below Elevation Shown	10.00	100.00
330 lin. ft.	Furnish Steel Piling	6.00	1,980.00
10 only	Drive Steel Piles	60.00	600.00
200 cu. yds.	Class "A" Concrete	68.00	13,600.00
42,000 lbs.	Metal Reinforcement	0.115	4,830.00
20 lin. ft.	8-inch Metal Drain Pipe	4.00	80.00
			$22,390.00

Type Code X021
Bear Trap Creek Bridge (Sta. 406+66 to Sta. 407+46)

170 cu. yds.	Structural Excavation	$ 8.00	$ 1,360.00
10 cu. yds.	Excavation Below Elevation Shown	10.00	100.00
170 cu. yds.	Class "A" Concrete	68.00	11,560.00
42,000 lbs.	Metal Reinforcement	0.115	4,830.00
10 lin. ft.	8-inch Metal Drain Pipe	4.00	40.00
All Required	Removal of Old Bear Trap Creek Bridge		1,500.00
			$19,390.00

Subtotal	$123,740.00
10% Engr. & Cont.	12,374.00
Total	$136,114.00

Length of 4 Structures 0.131 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$465,975.40	$288,432.00	$177,543.40
3 Lane Roadway	449,632.70	278,316.00	171,316.70
Structures	136,114.00	84,252.00	51,862.00
	$1,051,722.10	$651,000.00	$400,722.10

Oregon State Highway Department

Federal Aid Project
No. RF-124 (5)

ROCKY POINT-HUNTER CREEK SECTION

OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications; not as a basis for project agreement.)

Salem, Oregon, September 8, 1953

Type Code 6201
2-Lane Roadway (Sta. 127+00 to Sta. 175+00) (Sta. 210+00 to Sta. 240+00)
(Sta. 287+00 to Sta. 313+10.24 = 313+05.01) (Sta. 317+24.31 = 315+00 to Sta. 416+00)

All Required		Clearing and Grubbing ([illegible])		$ 36,000.00
2,900	cu. yds.	Structural Excavation, Unclassified	3.50	10,150.00
120	cu. yds.	Trench Excavation, Unclassified	3.00	360.00
483,000	cu. yds.	General Excavation, Unclassified	0.55	265,650.00
782,900	yd. sta.	Short Overhaul	0.015	11,743.50
65,000	C-yd. sta.	Long Overhaul	0.45	29,250.00
3.26	mi.	Finishing Roadbed and Slopes	1,000.00	3,260.00
19,000	lin. ft.	Rounding Cutbanks	0.20	3,800.00
1,800	lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	3,600.00
1,000	lin. ft.	8-inch Perforated Metal Drain Pipe	2.50	2,500.00
350	cu. yds.	3/8" - 0 Backfill in Drains	6.00	2,100.00
30	lin. ft.	12-inch Corrugated Metal Pipe	3.00	90.00
1,700	lin. ft.	18-inch Corrugated Metal Pipe	4.50	7,650.00
230	lin. ft.	54-inch Corrugated Metal Pipe, Protected Invert	30.00	6,900.00
36	lin. ft.	60-inch Corrugated Metal Pipe, Protected Invert	35.00	1,260.00
100	lin. ft.	96-inch Structural Plate Pipe	60.00	6,000.00
90	cu. yds.	Class "A" Concrete	60.00	5,400.00
14,000	lbs.	Metal Reinforcement	0.15	2,100.00
60	only	Corrugated Metal Sight Posts	4.00	240.00
18,800	cu. yds.	Selected Roadbed Topping	0.50	9,400.00
53,000	yd. mi.	Hauling Roadbed Topping	0.14	7,420.00
4,500	cu. yds.	3/4" - 0 Material in Leveling Course	2.75	12,375.00
1,200	M-gal.	Sprinkling	2.50	3,000.00
500	cu. yds.	3/4" - 0 Material in Binder Course	4.00	2,000.00
110	tons	RC-3 Asphalt in Binder Course	48.00	5,280.00
7,600	tons	Class "B" Asphaltic Concrete	7.00	53,200.00
680	cu. yds.	Aggregate in Shoulder Oiling	4.00	2,720.00
50	tons	150-200 Asphalt in Shoulder Oiling	45.00	2,250.00
16	tons	RC-1 Asphalt in Shoulder Oiling	50.00	800.00
			Subtotal	$496,498.50
			10% Engr. & Cont.	49,649.85
			Total	$546,148.35

Length of Roadway	3.259 miles
Length of 3 Structures	0.095 mile
Total Length	3.354 miles
Cost of Roadway per Mile	$167,581.57

Type Code 6201

3-Lane Roadway (Sta. 175+00 to Sta. 210+00) (Sta. 240+00 to Sta. 287+00)

All Required		Clearing and Grubbing (30%)		$ 18,000.00
3,380	cu. yds.	Structural Excavation, Unclassified	$ 3.50	11,830.00
100	cu. yds.	Trench Excavation, Unclassified	3.00	300.00
618,100	cu. yds.	General Excavation, Unclassified	0.55	339,955.00
622,300	yd. stas.	Short Overhaul	0.015	9,334.50
12,800	M-yd. stas.	Long Overhaul	0.45	5,760.00
1.53	miles	Finishing Roadbed and Slopes	1,000.00	1,530.00
8,000	lin. ft.	Rounding Cutbanks	0.20	1,600.00
1,400	lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	2,800.00
1,800	lin. ft.	8-inch Perforated Metal Drain Pipe	2.50	4,500.00
550	cu. yds.	3/8" - 0 Backfill in Drains	6.00	3,300.00
50	lin. ft.	12-inch Corrugated Metal Pipe	3.00	150.00
1,080	lin. ft.	18-inch Corrugated Metal Pipe	4.50	4,860.00
40	only	Corrugated Metal Sight Posts	4.00	160.00
14,100	cu. yds.	Selected Roadbed Topping	0.50	7,050.00
41,300	yd. mi.	Hauling Roadbed Topping	0.14	5,782.00
2,950	cu. yds.	3/4" - 0 Material in Leveling Course	2.75	8,112.50
800	M-gal.	Sprinkling	2.50	2,000.00
450	cu. yds.	3/4" - 0 Material in Binder Course	4.00	1,800.00
90	tons	RC-3 Asphalt in Binder Course	48.00	4,320.00
6,800	tons	Class "B" Asphaltic Concrete	7.00	47,600.00
370	cu. yds.	Aggregate in Shoulder Oiling	4.00	1,480.00
30	tons	150-200 Asphalt in Shoulder Oiling	45.00	1,350.00
8	tons	SS-1 Asphalt in Shoulder Oiling	50.00	400.00
			Subtotal	$483,974.00
			10% Engr. & Cont.	48,397.40
			Total	$532,371.40

Length of Roadway	1.531 miles
Length of 1 Structure	0.022 mile
Total Length	1.553 miles
Cost of Roadway per Mile	$347,727.89

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$ 546,148.35	$329,152.00	$216,996.35
3-Lane Roadway	532,371.40	320,848.00	211,523.40
	$1,078,519.75	$650,000.00	$428,519.75

ROCKY POINT-BRUSH CREEK SECTION

PROJECT NO. BP-124 (5)

Comparison of Costs for 96" Structural Plate Pipe and Equivalent Concrete Box Culvert

1. 96" Structural Plate Pipe

Estimated Cost———— $60.00 per lin. ft.

2. Concrete Box Culvert, Size 7' x 7'

Class "A" Concrete per lin. ft.	0.761 c.y.	at $60.00	$45.66
Metal Reinf. " " "	140.57 lbs.	at 0.15	21.09

Estimated Cost———— $66.75 per lin. ft.

Oregon State Highway Department

Federal Aid Project
No. BF-124 (5)

ROCKY POINT-BRUSH CREEK SECTION
OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 6, 1954

Type Code 6201
2-Lane Roadway (Sta. 127+00 to Sta. 175+00)(Sta. 210+00 to Sta. 240+00) (Sta. 287+00 to Sta. 315+10.24 = 313+03.01)(Sta. 347+24.81 = 345+00 to Sta. 416+00) (Contract No. 4057)

All Required		Clearing and Grubbing (60%)		$ 30,600.00
2,900	cu. yds.	Structural Excavation, Unclassified	$ 1.25	3,625.00
120	cu. yds.	Trench Excavation, Unclassified	3.00	360.00
483,000	cu. yds.	General Excavation, Unclassified	0.44	212,520.00
782,900	yd. sta.	Short Overhaul	0.02	15,658.00
65,000	C-yd. sta.	Long Overhaul	0.20	13,000.00
3.26	miles	Finishing Roadbed and Slopes	1,000.00	3,260.00
19,000	lin. ft.	Rounding Cutbanks	0.20	3,800.00
1,800	lin. ft.	6-inch Perforated Metal Drain Pipe	1.65	2,970.00
1,000	lin. ft.	8-inch Perforated Metal Drain Pipe	2.45	2,450.00
350	cu. yds.	3/8" - 0 Backfill in Drains	8.00	2,800.00
30	lin. ft.	12-inch Corrugated Metal Pipe	3.40	102.00
1,700	lin. ft.	18-inch Corrugated Metal Pipe	4.60	7,820.00
230	lin. ft.	54-inch Corrugated Metal Pipe, Protected Invert	28.00	6,440.00
36	lin. ft.	60-inch Corrugated Metal Pipe, Protected Invert	42.00	1,512.00
100	lin. ft.	96-inch Structural Plate Pipe	53.00	5,300.00
90	cu. yds.	Class "A" Concrete	77.00	6,930.00
14,000	lbs.	Metal Reinforcement	0.15	2,100.00
60	only	Corrugated Metal Sight Posts	7.00	420.00
18,800	cu. yds.	Selected Roadbed Topping	0.55	10,340.00
53,000	yd. mi.	Hauling Roadbed Topping	0.12	6,360.00
4,500	cu. yds.	3/4" - 0 Material in Leveling Course	2.95	13,275.00
1,200	M-gal.	Sprinkling	2.85	3,420.00
500	cu. yds.	3/4" - 0 Material in Binder Course	4.40	2,200.00
110	tons	RC-3 Asphalt in Binder Course	50.00	5,500.00
7,600	tons	Class "B" Asphaltic Concrete	7.10	53,960.00
680	cu. yds.	Aggregate in Shoulder Oiling	5.65	3,842.00
50	tons	150-200 Asphalt in Shoulder Oiling	45.00	2,250.00
16	tons	RS-1 Asphalt in Shoulder Oiling	50.00	800.00
			Subtotal	$423,614.00
			10% Engr. & Cont.	42,361.40
			Total	$465,975.40

Length of Roadway 3.249 miles
Cost of Roadway per Mile $143,421.17

Type Code 6201
3-Lane Roadway (Sta. 175+00 to Sta. 210+00)(Sta. 240+00 to Sta. 287+00)
(Contract No. 4057)

All Required		Clearing and Grubbing (30%)		$ 15,300.00
3,380	cu. yds.	Structural Excavation, Unclassified	$ 1.25	4,225.00
100	cu. yds.	Trench Excavation, Unclassified	3.00	300.00
618,100	cu. yds.	General Excavation, Unclassified	0.44	271,964.00
622,300	yd. sta.	Short Overhaul	0.02	12,446.00
12,800	C-yd. sta.	Long Overhaul	0.20	2,560.00
1.53	miles	Finishing Roadbed and Slopes	1,000.00	1,530.00
8,000	lin. ft.	Rounding Cutbanks	0.20	1,600.00
1,400	lin. ft.	6-inch Perforated Metal Drain Pipe	1.65	2,310.00
1,800	lin. ft.	8-inch Perforated Metal Drain Pipe	2.45	4,410.00
550	cu. yds.	3/8" - 0 Backfill in Drains	8.00	4,400.00
50	lin. ft.	12-inch Corrugated Metal Pipe	3.40	170.00
1,080	lin. ft.	18-inch Corrugated Metal Pipe	4.60	4,968.00
40	only	Corrugated Metal Sight Posts	7.00	280.00
14,100	cu. yds.	Selected Roadbed Topping	0.55	7,755.00
41,300	yd. mi.	Hauling Roadbed Topping	0.12	4,956.00
2,950	cu. yds.	3/4" - 0 Material in Leveling Course	2.95	8,702.50
800	M-gal.	Sprinkling	2.85	2,280.00
450	cu. yds.	3/4" - 0 Material in Binder Course	4.40	1,980.00
90	tons	RC-3 Asphalt in Binder Course	50.00	4,500.00
6,800	tons	Class "B" Asphaltic Concrete	7.10	48,280.00
370	cu. yds.	Aggregate in Shoulder Oiling	5.65	2,090.50
30	tons	150-200 Asphalt in Shoulder Oiling	45.00	1,350.00
8	tons	RS-1 Asphalt in Shoulder Oiling	50.00	400.00
			Subtotal	$408,757.00
			10% Engr. & Cont.	40,875.70
			Total	$449,632.70

Length of Roadway 1.517 miles
Cost of Roadway per Mile $296,395.97

Type Code X021
Brush Creek Bridge #1 (Sta. 279+29 to 281+19.66)(Contract No. 4108)

590	cu. yds.	Structural Excavation	$ 5.00	$ 2,950.00
10	cu. yds.	Excavation Below Elevation Shown	20.00	200.00
1,150	lin. ft.	Furnish Steel Piling	5.50	6,325.00
20	only	Drive Steel Piles	60.00	1,200.00
740	cu. yds.	Class "A" Concrete	69.00	51,060.00
160,000	lbs.	Metal Reinforcement	0.127	20,320.00
80	lin. ft.	8-inch Metal Drain Pipe	3.00	240.00
				$ 82,295.00

Type Code X021
Brush Creek Bridge #2 (Sta. 351+10 to Sta. 352+10)(Contract No. 4108)

150	cu. yds.	Structural Excavation	$ 5.00	$ 750.00
10	cu. yds.	Excavation Below Elevation Shown	20.00	200.00
330	lin. ft.	Furnish Steel Piling	5.50	1,815.00
10	only	Drive Steel Piles	60.00	600.00
200	cu. yds.	Class "A" Concrete	69.00	13,800.00
42,000	lbs.	Metal Reinforcement	0.127	5,334.00
20	lin. ft.	8-inch Metal Drain Pipe	3.00	60.00
				$ 22,559.00

Type Code X021
Bear Trap Creek Bridge (Sta. 406+66 to Sta. 407+46)(Contract No. 4108)

170	cu. yds.	Structural Excavation	$ 5.00	$ 850.00
10	cu. yds.	Excavation Below Elevation Shown	20.00	200.00
170	cu. yds.	Class "A" Concrete	69.00	11,730.00
42,000	lbs.	Metal Reinforcement	0.127	5,334.00
10	lin. ft.	8-inch Metal Drain Pipe	3.00	30.00
All Required		Removal of Old Bear Trap Creek Bridge		1,000.00
				$ 19,144.00

Type Code X021
Rocky Point Viaduct (Sta. 139+40 to Sta. 143+13.50)

All Required		Shoring, Cribbing, Etc.		$ 20,000.00
950	cu. yds.	Structural Excavation	$ 10.00	9,500.00
50	cu. yds.	Excavation Below Elevation Shown	15.00	750.00
1,150	cu. yds.	Class "A" Concrete	80.00	92,000.00
280,000	lbs.	Metal Reinforcement	0.12	33,600.00
3,000	lbs.	Structural Carbon Steel	0.50	1,500.00
				$157,350.00

Subtotal	$281,348.00
10% Engr. & Cont.	28,134.80
Total	$309,482.80

Length of 4 Structures 0.141 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$ 465,975.40	$288,693.00	$177,282.40
3-Lane Roadway	449,632.70	278,568.00	171,064.70
Structures	309,482.80	191,739.00	117,743.80
	$1,225,090.90	$759,000.00	$466,090.90

April 25th, 1956

Rocky Point-Brush Creek Section
Contract #4057

FINAL COST ANALYSIS
Grading and Paving
Peter Kiewit Sons' Co., Contractor
George C. Baker, Resident Engineer

Oregon Coast Highway
Prefix 8-1012-201(41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$34,000.10	$51,000	$ 34,000.10	$ 51,000.00
Struct. Excav., Unclass.	2,877.63	Cu. Yd.	1.53	1.25	4,421.48	3,597.04
Trench " "	421.99	" "	0.85	3.00	359.90	1,265.04
General " "	1,072,478.7	" "	0.32	0.44	343,841.64	471,890.63
Short Overhaul	1,507,840.2	Yd. Sta.	0.014	0.02	21,973.43	30,156.50
Long "	19,424.3	C-Yd. Sta.	0.145	0.20	2,830.68	3,884.86
Finishing R/B & Slopes	5.41	Mile	1,436.30	1,000.00	7,770.42	5,410.00
Rounding Cutbanks	8,095	Lin. Ft.	0.29	0.20	2,325.36	1,619.00
6" Perf. Metal Drain Pipe, Coated	5,674	" "	1.39	1.65	7,889.33	9,362.10
8" Perf. Metal Drain Pipe, Coated	3,133	" "	2.11	2.45	6,603.46	7,675.55
3/8"-0 Backfill in Drains	1,788	Cu. Yd.	4.30	8.00	7,691.46	14,304.00
12" Corr. Metal Pipe	112	Lin. Ft.	3.43	3.40	384.28	380.80
18" " " "	3,584	" "	4.33	4.60	15,518.46	16,486.40
54" Corr. Metal Pipe, Prot. Invert	221	" "	26.38	28.00	5,830.45	6,188.00
60" Corr. Metal Pipe, Prot. Invert	55.5	" "	43.49	42.00	2,414.04	2,331.00
96" Struct. Plate Pipe	84	" "	48.38	53.00	4,064.21	4,452.00
Salvage Culvert Pipe	159	" "	2.78	4.00	442.49	636.00
Class "A" Concrete	59.42	Cu. Yd.	72.02	77.00	4,279.78	4,575.34
Metal Reinforcement	8,680	Lb.	0.134	0.15	1,168.90	1,302.00
Corr. Metal Sight Posts	140	Each	2.42	7.00	338.84	980.00
Selected Roadbed Topping	35,340	Cu. Yd.	0.69	0.55	24,675.25	19,437.00
Haul Roadbed Topping	67,591.5	Yd. Mi.	0.156	0.12	10,575.11	8,110.98
3/4"-0 Material in Leveling Course	10,990	Cu. Yd.	3.37	2.95	37,036.17	32,420.50

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Sprinkling	1,491.1	M/Gal.	$2.60	$2.85	$ 3,881.70	$ 4,249.64
*Class "B" Asphaltic Concrete	18,227.1	Ton	6.39	7.10	116,630.30	129,412.41
*Aggregate in Shoulder Oiling	1,092	Cu. Yd.	4.19	5.65	4,578.35	6,169.80
*150-200 Asphalt in Shoulder Oiling	74.81	Ton	40.65	45.00	3,041.19	3,366.15
PA #1, Slide Removal Sta. 238-278	230,553.8	Cu. Yd.	0.29	0.44	67,595.92	101,443.67
PA #2, Clearing & Grubbing	1.4	Acre	635.95	750.00	890.33	1,050.00
PA #3, Slide Removal Sta. 298-302	11,737.4	Cu. Yd.	0.44	0.60	5,188.29	5,374.10
PA #4, Extend 18" Culv. Pipe	27	Lin. Ft.	8.24	5.57	222.59	150.39
PA #5, Clearing & Grubbing	0.62	Acre	877.71	1,000.00	544.18	620.00
PA #5, Excavate Slide Sta. 150-168	36,499.4	Cu. Yd.	0.33	0.48	12,171.99	17,519.71
PA #6, Cement Adjustment, Favor of Contractor	2.41	Bbl.	5.60	5.60	13.50	13.50
PA #7, Allow. for Salvage Material to State	100%	All		- 265.68		- 265.68
PA #8, Slide Removal Sta. 151-155	6,987	Cu. Yd.	0.34	0.44	2,434.37	3,074.28
PA #9, Line Change Excav. Sta. 255-271	22,727.3	" "	0.24	0.44	5,532.55	10,000.01
*PA #10, Asphaltic Fog Coat	15.1	Ton	78.39	97.15	1,176.67	1,458.22
*PA #11, 150-200 Asphalt	111.81	"	42.11	45.00	4,708.85	5,031.45
*PA #11, Load and Place Aggregate in Seal	902	Cu. Yd.	0.87	2.68	787.01	2,417.36
*PA #11, Hauling Aggregate	4,500	Yd. Mi.	0.14	0.19	644.41	855.00
**PA #12, Purchase Excess 2½"-0 Crushed Rock in Stockpile	4,690	Cu. Yd.	0.85	0.90	4,002.94	4,221.00
**PA #12, Purchase Excess 3/4"-0 Crushed Rock in Stockpile	1,740	" "	0.85	0.90	1,485.10	1,566.00
**PA #12, Purchase Excess Shldr. Aggregate in Stockpile	1,155	" "	1.01	0.90	1,170.03	1,039.50

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #13, Additional Allowance for Struct. Excav.	2,434	Cu.Yd.	$0.99	$0.81	$ 2,423.42	$ 1,971.54
Force Account					94,604.38	106,801.88
Total Cost and Revenue on Project					$880,163.31	1,106,674.84
Miscellaneous Revenue					7,462.62	8,609.00
Total Cost and Revenue of All Work					$887,625.93	1,115,283.84

*Work done all or in part by Pacific Asphalt Paving Co.

**Excess aggregate manufactured by Peter Kiewit Sons' Co. on Brush Creek-Frankport Unit (Contract #3980), half of which was purchased on this contract.

	Total Cost	Gross Revenue	Net Profit	% Profit of Gross Revenue
Peter Kiewit Sons' Co. on Project	$778,722.28	$1,000,601.50	$221,879.22	22.1%
Pacific Asphalt Paving Co.	101,441.03	106,170.34	4,729.31	4.4%
Total Project	$880,163.31	$1,106,771.84	$226,608.53	20.4%
Peter Kiewit Sons' Co. Other Work	7,462.62	8,609.00	1,146.38	13.3%
Total of All Work	$887,625.93	$1,115,380.84	$227,754.91	20.4%

Work Done by Peter Kiewit Sons' Co.

	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$34,000.10	$51,000	$ 34,000.10	$ 51,000.00
Struct. Excav., Unclass.	2,877.63	Cu. Yd.	1.53	1.25	4,421.48	3,597.04
Trench Excav., Unclass.	421.99	"	"	0.85	3.00	359.90	1,265.57
General Excavation, Unclass.	1,072,487.7	" "	0.32	0.44	343,841.64	471,890.63
Short Overhaul	1,507,840.2	Yd. Sta.	0.014	0.02	21,975.43	30,156.50
Long Overhaul	19,424.3	C-Yd. Sta.	0.145	0.20	2,830.68	3,884.86
Finish R/B & Slopes	5.41	Mile	1,436.30	1,000.00	7,770.42	5,410.00
Rounding Cutbanks	8,095	Lin. Ft.	0.29	0.20	2,325.36	1,619.00
6" Perf. Metal Drain Pipe, Coated	5,674	" "	1.39	1.65	7,889.33	9,362.10
8" Perf. Metal Drain Pipe, Coated	3,133	" "	2.11	2.45	6,603.46	7,675.85
3/8"-0 Backfill in Drains	1,788	Cu. Yd.	4.30	8.00	7,691.46	14,304.00
12" Corr. Metal Pipe	112	Lin. Ft.	3.43	3.40	334.28	380.80
18" " " "	3,584	" "	4.33	4.60	15,518.46	16,486.40
54" Corr. Metal Pipe, Prot. Invert	221	" "	26.38	28.00	5,830.45	6,188.00
60" Corr. Metal Pipe, Prot. Invert	55.5	" "	43.49	42.00	2,414.04	2,331.00
96" Struct. Plate Pipe	84	" "	48.38	53.00	4,064.21	4,452.00
Salvage Culvert Pipe	159	" "	2.78	4.00	442.49	636.00
Class "A" Concrete	59.42	Cu. Yd.	72.02	77.00	4,279.78	4,575.34
Metal Reinforcement	8,680	Lb.	0.135	0.15	1,168.90	1,302.00
Corr. Metal Sight Posts	140	Each	2.42	7.00	338.84	980.00
Selected Roadbed Topping	35,340	Cu. Yd.	0.69	0.55	24,675.25	19,437.00
Hauling " "	67,591.5	Yd. Mi.	0.156	0.12	10,575.11	8,110.98
3/4"-0 Leveling Course	10,990	Cu. Yd.	3.37	2.95	37,036.17	32,420.50
Sprinkling	1,491.1	M/Gal.	2.60	2.85	3,881.70	4,249.64

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Class "B" A.C. (Aggregates Only)	14,581.68	Cu. Yd.	$1.86	$2.55	$ 27,177.35	$ 37,300 97
Aggregates Only in Shoulder Oiling	1,092	" "	2.70	3.85	2,948.40	4,204.20
150-200 Asphalt in Shoulder Oiling	74.81	Ton		2.00		149.62
PA #1, Slide Removal Sta. 238-278	230,553.8	Cu. Yd.	0.29	0.44	67,595.92	101,443.67
PA #2, Clearing & Grubbing	1.4	Acre	635.95	750.00	890.33	1,050.00
PA #3, Slide Removal Sta. 298-302	11,737.4	Cu. Yd.	0.44	0.60	5,188.29	7,042.44
PA #4, Extend Culv. Pipe	27	Lin. Ft.	8.24	5.57	222.59	150.39
PA #5, Clearing & Grubbing	0.62	Acre	877.71	1,000.00	544.18	620.00
PA #5, Excav. Slide Sta. 150-168	36,499.4	Cu. Yd.	0.33	0.48	12,171.99	17,517.71
PA #6, Cement Adj. in Favor of Contractor	2.41	Bbl.	5.60	5.60	13.50	13.50
PA #7, Allow. for Salvage Material to State	100%	All		- 265.68		- 265.68
PA #8, Slide Removal Sta. 151-155	6,987	Cu. Yd.	0.34	0.44	2,434.37	3,074.28
PA #9, Line Change Excav. Sta. 255-271	22,727.3	" "	0.24	0.44	5,532.55	10,000.01
PA #10, Asphaltic Fog Coat	15.01	Ton		4.65		69.79
PA #11, 150-200 Asphalt	111.81	"		2.00		223.62
PA #11, Load and Place Seal Aggregate	902	Cu. Yd.		0.13		117.26
PA #11, Haul Aggregate	4,500	Yd. Mi.		0.01		45.00
PA #12, Purchase Excess 2½"-0 Crushed Rock in Stockpile	4,690	Cu. Yd.	0.85	0.90	4,002.94	4,221.00
PA #12, Purchase Excess 3/4"-0 Crushed Rock in Stockpile	1,740	" "	0.85	0.90	1,485.10	1,566.00

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #12, Purchase Excess Shoulder Aggregate in Stockpile	1,155	Cu. Yd.	$1.01	$0.90	$ 1,170.03	$ 1,039.50
PA #13, Addit. Allow. for Struct. Excav.	2,434	" "	0.99	0.81	2,423.42	1,971.54
Force Account					94,604.38	106,801.88
Total of Project					$778,722.28	$1,000,601.50
Outside Work					7,462.62	8,609.00
Total All Work					$786,184.90	$1,009,210.50

Detail of Cost
Peter Kiewit Sons' Co.

Labor:

Labor	$304,171.00	
Labor Insurance	21,053.00	
Health and Welfare	3,889.00	$ 329,113.00

Materials:

6" Perf. Metal Drain Pipe, Coated	5,714	Lin. Ft.	at $0.99	$ 5,656.86	
Bands	680	Each	" 0.99	673.20	
8" Perf. Metal Drain Pipe, Coated	3,133	Lin. Ft.	" 1.52	4,762.16	
Bands	51	Each	" 1.41	71.91	
3/8"-0 Backfill Material	1,788	Cu. Yd.	" 0.71	1,277.00	
12" Corr. Metal Pipe	112	Lin. Ft.	" 1.93	216.16	
Bands	28	Each	" 1.93	54.04	
18" Corr. Metal Pipe	3,584	Lin. Ft.	" 2.70	9,676.80	
Bands	796	Each	" 2.70	2,149.20	
54" Corr. Metal Pipe, Prot. Invert	221	Lin. Ft.	" 14.55	3,215.55	
Bands	7	Each	" 25.85	180.95	
60" Corr. Metal Pipe, Prot. Invert	55.5	Lin. Ft.	" 24.73	1,372.45	
Bands	3	Each	" 37.50	112.50	
96" Structural Plate	84	Lin. Ft.	" 37.71	2,831.64	
Class "A" Concrete	59.42	Cu. Yd.	" 18.05	1,072.53	
Cement	2.41	Bbl.	" 5.60	13.50	
Metal Reinforcement	8,680	Lb.	" 0.093	807.24	
Corr. Metal Sight Posts	140	Each	" 1.35	189.00	
3/4"-0 Aggregate in Leveling Course	10,990	Cu. Yd.	" 1.624	17,853.00	
Class "B" Asphaltic Concrete Aggregate	14,581.6	" "	" 1.776	25,901.00	
Shoulder Oiling Agg.	1,092	" "	" 2.59	2,835.00	
18" Concrete Pipe	27	Lin. Ft.	" 2.11	57.00	
8" Corr. Metal Pipe	103	" "	" 2.70	278.10	
Bands	6	Each	" 2.70	16.20	
Rope				60.84	
Paint Supplies				25.04	
Diesel Burner Oil				147.30	
2½"-0 Aggregate in S.P.	4,690	Cu. Yd.	" 0.85	4,002.94	
3/4"-0 " " "	1,740	" "	" 0.85	1,485.10	
Shoulder Aggregate in S.P.	1,150	" "	" 1.01	1,170.03	88,164.14

Equipment Rentals and Miscellaneous Expense:

Equipment Rental (Owned)	$265,929.46
" " (Hired)	9,546.00
Gas, Oil & Grease	47,773.00
Bond	6,773.00

Equipment Rental and Miscellaneous Expense (Cont'd):

Small Tools	$ 1,716.40	
Powder & Caps	4,721.00	
P.L. & P.D. Insurance	3,802.14	
Home Office and General Overhead	28,746.76	
		$368,907.76
Total Cost		$786,184.90

Detail of Cost
Pacific Asphalt Paving Company
Brush Creek-Frankport and Rocky Point-Brush Creek Units

Labor:

Labor	$44,202.55	
Labor Insurance	2,568.49	
Health and Welfare	975.07	$ 47,746.11

Materials:

150-200 Asphalt	405.07	Ton at	$20.40	$ 8,263.43	
Freight	405.07	" "	9.699	3,929.02	
85-100 Asphalt	1,353.44	" "	20.69	28,010.79	
Freight	1,353.44	" "	11.008	14,899.73	
85-100 Asphalt	697.57	" "	20.87	14,560.27	
Freight	697.57	" "	10.999	7,672.77	
RS-1 Emulsion	28.68	" "	23.10	662.50	
Freight	28.68	" "	13.70	392.91	
Heating Oil				11,632.83	90,024.25

Equipment Rental and Misc. Expense:

Equipment Rental (Owned)	$29,209.21	
" " (Hired)	12,452.05	
Gas, Oil and Grease	8,176.25	
Bond	1,767.63	
Insurance, Interest and Misc. Expense	2,581.17	
Permits	2.00	
Move In Freight	2,747.26	
Lumber	74.42	
Travel Expense	388.81	
Small Tools	201.14	
Phone	581.47	
Field Office	672.62	
Home Office and General Overhead	6,202.01	65,065.04
		$202,826.46

Work Done by Pacific Asphalt Paving

Rocky Point-Brush Creek

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Class "B" Asphaltic Concrete	18,227.1	Ton	$ 4.9076	$ 5.03	$ 89,452.95	$ 91,682.31
Haul & Place Shoulder Aggregate	1,092	Cu. Yd.	1.49	1.80	1,629.95	1,965.60
150-200 Asphalt in Shoulder Oiling	74.81	Ton	40.65	43.00	3,041.19	3,216.83
PA #10, Asphalt in Fog Coat	15.01	"	78.39	92.50	1,176.67	1,387.67
PA #11, 150-200 Asphalt in Seal	111.81	"	42.11	43.00	4,708.85	4,807.83
PA #11, Load and Place Aggregate in Seal	902	Cu. Yd.	0.87	2.55	787.01	2,300.10
PA #11, Haul Aggregate	4,500	Yd. Mi.	0.14	0.18	644.41	810.00
					$101,441.03	$106,170.34

Breakdown of Paving Cost
Brush Creek-Frankport and Rocky Point-Brush Creek Sections

	Quantity	Unit	Total Cost	Unit Cost Brush Cr.	Unit Cost Rocky Pt.
Move In & Set Up	36,852.515	Ton	$ 11,082.69	$0.30	$0.30
Feed Plant	"	"	6,662.93	0.181	0.181
*Mix	"	"	121,738.00	3.303	3.303
Pave	"	"	17,979.58	0.487	0.487
Flag	"	"	3,023.84	0.083	0.083
Haul to Brush Creek-Frankport Section	18,625.415	"	6,524.24	0.350	
Haul to Rocky Point-Brush Creek Section	18,227.1	"	10,042.34		0.557
Total			$177,053.62		
Cost of Class "B" Asphaltic Concrete for Brush Creek-Frankport Section				$4.704	
Cost of Class "B" Asphaltic Concrete for Rocky Point-Brush Creek Section					$4.91

* Aggregate for asphaltic concrete by Peter Kiewit Sons' Company.
* Includes asphalt and freight on asphalt.

Total Operating Time = 348 Hours

Average Tons Produced per Hour = $\frac{36,852.515}{348}$ = 105.9 Tons

Remarks:

This was a "Regular Federal Aid Project" located on the Oregon Coast Highway in Curry County. The north end of the project is approximately 2.4 miles south of the city of Port Orford. The south end is approximately 22.0 miles north of the city of Gold Beach. The overall length of the project was 5.55 miles.

The work to be done under the contract consisted of the construction of one reinforced concrete box culvert; 5.44 miles of highway roadbed, selected roadbed topping, leveling course and asphaltic concrete pavement; Type O-11 wearing surface on the shoulders; and the performance of such additional and incidental work called for in the specifications and plans.

The project was bid by Peter Diewit Sons' Company on September 25th, 1953 and was awarded to them on November 6th, 1953.

The contractor moved in a clearing crew from the Brush Creek-Frankport project, consisting of 5 men, a power saw and a D-8 cat with clearing blade, and began clearing on October 14th, 1953. The material to be cleared consisted of brush, alder trees, windfalls and some fir trees and stumps. Progress in this work was good and a good profit was made on this item.

On November 18th, 1953 the contractor began moving his grading equipment to the project and began breaking down cuts and making haul roads. As the grading equipment was released from the Brush Creek-Frankport unit he moved it to this project. The material to be excavated consisted of common, a diced rock formation which was rippable and solid. The common and rippable materials were moved by using D-8 cats with dozer blades, DW-20 scrapers, D-8 cats and scrapers. The wolid rock was excavated by using a 2½ cu. yd. shovel for loading and 17 cu. yd. end dump Euclid trucks for hauling. The material not wasted was processed with D-8 cats with dozer blades and #12 Caterpillar motor grades. This work was carried out throughout the winter of 1953-1954 and was completed during the month of October 1954.

The contractor began hauling and placing the selected roadbed topping on August 18th, 1954, using three DW-20's as the hauling units. The material was taken from the state-designated sources at Stations 309+00 and 355+00. The aggregate at Station 309+00 was stockpiled from the gravel bar with a 3/4 cu. yd. dragline and then picked up by the scraper units, helped by a D-8 cat with dozer pushing. This method resulted in a large amount of wasted time as the heavy units bogged down often. When the stockpiles were depleted the contractor moved to the source at Station 355+00 where the scrapers loaded themselves with the help of a D-8 push cat. This method of operation continued until October 15th, 1954, when the operation was closed down for the winter.

Upon resumption of work in May 1954 the contractor resorted to the use of trucks for hauling, loading with a 1½ cu. yd. tractor loader. This work was completed during the month of June 1955.

The selected roadbed topping was processed by using a D-8 cat with dozer, two #12 Caterpillar motor graders, a 3-leg, 10-ton roller and other necessary equipment.

Remarks (Cont'):

On September 24th, 1954 the contractor began placing the 3/4"-0 aggregate in the leveling course, using four 10 cu. yd. trucks (hired), two 8 cu. yd. trucks (hired), a 2½ cu. yd. Northwest shovel with a 3 cu. yd. bucket, a #12 power grader, a 3-leg roller and a water wagon when necessary. This equipment was used until October 8th, 1954, at which time he replaced the trucks with DW-20's which were not in use at that time. These machines were used until October 12th, 1954. He again resorted to hired trucks for the hauling. Closing the operation down for the winter on October 24th. The hauling and placing was resumed on June 1st, 1955, using hired hauling vehicles with the same loading and processing equipment. All of the leveling course was placed by July 7th, 1955.

The rock items show losses due to the using of equipment not suitable for the hauling and having to haul through unstable material.

The subcontractor on paving, Pacific Asphalt Paving Company, using the same equipment as on the Brush Creek-Frankport Unit moved onto the project at the south end on October 18th, 1954 and paved two lanes of the highway to the junction of the existing highway at the Humbug Park bridge. He then moved to the north end of the project and paved two lanes to the junction of the existing highway at Station 189+00. This work was completed on October 24th, 1954 and the operation closed down for the winter.

The subcontractor on paving began paving again on the project on June 6th, 1955 and completed the paving except for a gap at the Rocky Point bridge on June 30th, 1955. He did this section during the week ending August 6th, 1955.

The subcontractor began preparing the shoulders for oiling during the last week of June 1955 and completed the oiling of the shoulders on July 14th, 1955.

He immediately began placing the seal coat and completed this work on July 19th, 1955.

This completed the work on the project except for some cleanup.

All work on the project was completed on August 8th, 1955 and the project was accepted on November 3rd, 1955.

The principal contractor, having excellent equipment, good supervision, good bid prices and a good plan of operation, made an excellent profit.

The subcontractor on paving had good equipment, personal supervision and fair bid prices and made a fair profit.

R. D. Asburry
Chief Cost Analyst

By . . F. W. Sugnet

RECEIVED
APR 2 - 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 29, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4057	9 Post final	Peter Kiewit Sons' Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5989	R-146794	$ 8,798.04	3/29/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: Aug. 8, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-30-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]
Ruth Rawlings

[illegible]
F

RECEIVED
MAR 28 1956
FOR FILING

[illegible]
4[illegible]

March 27, 1956

CERTIFIED MAIL

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

This to advise you that a post-final payment will be released to Peter Kiewit Sons' Company in connection with contract No. 4057, covering the Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County.

The post-final payment in the amount of $8,798.04 will be released to the contractor as soon as the warrant is received from the Secretary of State. The revised total contract amount is $1,106.674.84, of which amount $106,801.88 represents force account items.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Employers Reinsurance Corporation
Dawson & Peck, Inc.
Artic Bldg.
Seattle 4, Wash.

C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 11 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 4, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1057	18-Final	Peter Kiewit Sons' Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22200	R-135568	$ 34,668.56	11/3/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: Aug. 8, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-7-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 9

Ruth Rawlings

RECEIVED
OCT 14 1955
FOR FILING

[illegible]

4057

October 14, 1955

CERTIFIED MAIL

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

State Highway Contract No. 4057 for work performed on the Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County was completed by the contractor, Peter Kiewit Sons' Co., on August 8, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $34,668.56 will be released to the contractor after acceptance by the Commission. The total contract amount is $1,097,876.80, of which amount $106,801.88 represents force account items.

There is a claim filed against this project by the Standard Oil Company of California in the sum of $2,221.01, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dawson & Peck, Inc.
Artic Bldg.
Seattle 4, Washington

C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

JF

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 24, 1955

Section Rocky Point - Brush Creek

Kind of work Grading and Paving

Highway Oregon Coast

Section prefix 8-1012

Contractor Peter Kiewit Sons' Co.

Contract number 4057

Date of contract November 6, 1953

Date of completion August 31, 1955

Date work started October 16, 1953

Estimated date of completion August 8, 1955

Project authorization $1,251,179.81

Exclusive of Engineering $1,172,233.69

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $1,164,540.63

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 78,946.12

Engineering cost to date $80,033.03, + 1 %

Date project was completed August 8, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor removed the section of culvert at station 258, cleaned the rock out and replaced the section. This culvert is now acceptable.

NOTED
H. G. Smith

NOTED
L. H. Young

RECEIVED
SEP 26 1955
CONSTRUCTION ENGINEER

Signed Resident Engineer

Address 391 N. Central Blvd., Coquille, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Overcast		
Tuesday	Fair		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
SEP 6 - 1955
FOR FILING

September 6, 1955

CERTIFIED MAIL

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Peter Kiewit Sons Company in connection with contract No. 4057, covering the Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County. This payment, in the amount of $66,951.48, will be released to the contractor on or after September 16, 1955. The retained percentage is $32,882.73.

There is a claim filed against this project by the Standard Oil Co. of California in the sum of $2,221.01, of which you have been previously notified.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dawson & Feek, Inc.
Artic Bldg.
Seattle 4, Wash.

C. A. Tomassens & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 18 1955
FOR FILING

FF-124(5)
4057

August 17, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 8, 1955 on Contract No. 4057, Rocky Point-Brush Creek Section in Curry County, in connection with Federal Aid Project No. FF-124(5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DBP:ch

RECEIVED
MAR 17 1955
FOR FILING

[illegible]
[illegible]

March 17, 1955

Mr. George C. Baker
Resident Highway Engineer
Box 741
Port Orford, Oregon

Dear Sir:

This is to advise you that at its meeting on March 2, 1955, the Highway Commission approved a second increase of $82,000.00 in project authorization on the Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County, Contract No. 4057.

The present total project authorization is $1,251,179.81. This amount should be used in all future reports.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:ia

cc: Tom Edwards

RECEIVED

FOR FILING

[illegible]

[illegible]

February 10, 1955

Oregon State Highway Commission

Gentlemen:

We have had extensive damage, by reason of severe storms this winter, to the Rocky Point-Brush Creek Section of US101. In addition to repair of damage, it will be necessary to take extensive steps to prevent damage from future storms of like character.

At the present time it appears that an additional project authorization of $82,000 will be required to repair storm damage done and at the same time provide measures to protect against future occurrences. The additional moneys are required approximately as follows:

1. To construct an overflow channel to take care of flood waters and riprap Brush Creek channel through the park area, estimated at $25,000.
2. To move the center line of the highway approximately 30 feet westerly between Stations 260 and 275 to move the highway from a large cut slide which is constantly encroaching onto the roadway. This is estimated at $15,000.
3. For slide removal and repairs necessitated by storm damage in Brush Creek, $20,000; for additional drainage, crushed backfill in drainage areas, and reinforcement of the pavement through the Brush Creek canyon, estimated at $22,000.

This matter will be on the next agenda, and it is respectfully requested that you authorize additional project authorization of $82,000 on Contract No. 4057, Rocky Point-Brush Creek Section.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. H. G. Smith
Mr. C. H. Maison

WCW:me lg

RECEIVED
JAN 25 1955
FOR FILING

COPY

BF-12, 1
4 1

January 17, 1955

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Missouri

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Standard Oil Company of California against Peter Kiewit Sons' Company. The claim is for $2221.01 for petroleum products furnished on the Brush Creek-Frankport Unit of the Oregon Coast Highway in Curry County; our Contract No. 3980.

From information that we have, it appears that a previous claim filed in this same amount against Contract No. 4057, being the Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County was in error, and that it was intended that the claim be filed against this contract, No. 3980. This information is provided as your Company appears as surety on the performance bond furhished with Contract No. 3980.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:mm

cc: Employers Reinsurance Corporation
C. A. Tomassene & Sons
Peter Kiewit Sons' Company

Att.

RECEIVED
JAN 20 1955
FOR FILING

PF-12-1( )

4-[illegible]-1

R. N. Bullock
Secretary

EARL T. NEWBRY
Secretary of State
Salem, Oregon

Jan. 14, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date an amended notice of claim by Standard Oil Company of California in the sum of $2,221.01, against the bond taken from Peter Kiewit & Sons, Principal, and Central Surety & Insurance Corporation and Employers Reinsurance Corporation, co-sureties. This amended claim is being placed on file with the original one, file No. 3469.

We are enclosing three copies for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By /s/ Geo. C. Stephens

Clerk
Records Division

NF:M
Enc.

COPY

RECEIVED

FOR FILING

BF-134 (5)

11-1

Dec. 17, 1954

Fireman's Fund Group
Board of Trade Building
Portland 4, Oregon

Re: Bond C-34795 - Vancel S. Welch
dba V. W. Towing

Gentlemen:

We are enclosing herewith a letter from the Oregon State Highway Department relative to a claim submitted by the Standard Oil Company of California against Vancel Welch, one of our subcontractors on State Highway Contract No. 4057, Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County.

Inasmuch as your company furnished the Performance & Payment Bond in accordance with the subcontract, we are forwarding this letter for your information and handling.

Yours very truly,

PETER KIEWIT SONS' CO.

By ______________________
Ivan W. Breunsbach
District Manager

IWB:md
encl
cc: Mr. Glaisyer, Oregon State Highway Dept.
W. Wright, Omaha
File

REFERRED TO
SECRETARY

NOTED
FLOYD QUERY

RECEIVED
DEC 20 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 20 1954
FOR FILING

BF - 124(5)
4057

December 16, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

Thank you for your letter of December 15th to which was attached three copies of a claim filed with your office by Standard Oil Company of California against Peter Kiewit Sons' Company on Contract No. 4057 in the amount of $2,221.01. This claim bears your file No. 3469.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:mdm

NOTED ON CARD
12-16-54, gf

RECEIVED
DEC [illegible]
FOR FILING

BF - 124(5)
4 [illegible]

December 16, 1954

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

Thank you for your letter of December 15th to which was attached three copies of a claim filed with your office by Standard Oil Company of California against Peter Kiewit Sons' Company on Contract No. 4057 in the amount of $2,221.01. This claim bears your file No. 3469.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:mdm

NOTED ON CARD
12-16-54, gl

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

December 15, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Koerner, Young, McColloch & Dezendorf, Attorneys at Law, 800 Pacific Building, Portland 4, Oregon, and filed as of this date, a notice of claim by Standard Oil Company of California, for materials, namely petroleum products supplied and delivered by it to Vancel Welch of Reedsport, Oregon, a subcontractor of Peter Kiewit & Sons, in the sum of $2,[illegible]21.01, together with interest thereon at the rate of six per cent perannum from October 5, 1954 agains the bond taken from Peter Kiewit & Sons, on which bond the Central Surety & Insurance Corporation of Kansas City, Missouri is surety, and which bond was taken in connection with the construction, relocation, reconstruction or repair of that certain portion of Highway No. 101 known as the Rocky Point-Brush Creek Section, Curry County, Oregon, contract No. [illegible].

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By
Clerk, Records Division

NF:K
Enc.

78

RECEIVED
DEC [illegible]
FOR FILING

BF-124(3)
4157

Files

December 16, 1954

Central Surety and Insurance Corp.
P. O. Box 277
Kansas City 1[illegible], Missouri

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Standard Oil Company of California. The claim is in the sum of $2,22[illegible].[illegible]1 for petroleum products furnished to Vercel Welch, a subcontractor for Peter Kiewit Sons' Company on State Highway Contract No. 4157 for grading and paving the Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County.

We provide this information as your company and the Employers Reinsurance Corporation appear as surety on the performance bond furnished with the contract [illegible].

Very truly yours

[illegible]

Secretary

[illegible]
Attach.

cc - Employers Reinsurance Corp.
P. O. Box 2068
Kansas City 42, Missouri

C. A. [illegible]
1[illegible]2 Cascade Building
Portland 4, Oregon

Peter Kiewit Sons' Company
7th and Douglas Streets
Longview, Washington

NOTED ON CARD
JF

KOERNER, YOUNG, McCOLLOCH & DEZENDORF
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND 4, OREGON
BEACON 8191

ANDREW KOERNER
CLARENCE J. YOUNG
FRANK C. McCOLLOCH
JAMES C. DEZENDORF
FRANK H. SPEARS
JOHN GORDON GEARIN
WILLIAM F. LUBERSKY
HARRY J. DeFRANCO
GEORGE B. CAMPBELL
EDWIN L. GRAHAM
JOHN P BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WILLIAM J. MOSHOFSKY
JAMES H. CLARKE
WAYNE HILLIARD
JOSEPH LARKIN
JAMES R. BJORGE
JAMES C. INGWERSEN

DEY, HAMPSON & NELSON
1918 - 1943
HAMPSON, KOERNER, YOUNG & SWETT
1944 - 1947
KOERNER, YOUNG, SWETT & McCOLLOCH
1948 - 1950

December 10, 1954

Central Surety & Insurance Corporation
of Kansas City, Missouri
P. O. Box 207
Kansas City 41, Missouri

Peter Kiewit & Sons
208 West Main St.
Medford, Oregon

Gentlemen:

We have advised the Secretary of State that Standard Oil Company of California has a claim against the bond taken from Peter Kiewit & Sons and Central Surety & Insurance Corporation of Kansas City, Missouri in connection with the construction of the Rocky Point-Brush Creek Section of Highway No. 101, Curry County, Oregon, Contract No. 4057.

The claim of Standard Oil Company of California is based upon petroleum products supplied and delivered to Vancel Welch of Reedsport, Oregon, the subcontractor of Peter Kiewit & Sons on said project and the materials were supplied to Vancel Welch in the performance of the contract in connection with which the bond was taken.

We propose to file an action on the bond next week and this notice is sent to you so that you may contact us prior to suit in the event you desire to make a voluntary payment.

Very truly yours,

Koerner Young McColloch & Dezendorf

RECEIVED
DEC 11 1954

NOTICE OF CLAIM

TO: THE STATE HIGHWAY [illegible] COMMISSION.

NOTICE IS HEREBY GIVEN that Standard Oil Company of California has a claim in the amount of [illegible] and [illegible]/100 ($[illegible]) Dollars, together with interest thereon at the rate of six (6%) per cent per annum from [illegible], 1954 against the [illegible], on which bond the General Casualty [illegible] Insurance Corporation of Kansas City, Missouri is surety, and which [illegible] in connection with the construction, [illegible], reconstruction, or repair of that certain portion of Highway No. [illegible] Rocky Point [illegible] Creek Section, Curry County, Oregon, Contract No. [illegible].

The claim of Standard Oil Company of California is for [illegible], [illegible], petroleum products, supplied and furnished [illegible] supplies [illegible] used in the performance of the contract in connection with which this bond was given.

Dated at Portland, Oregon, this [illegible] day of [illegible], 1954.

STANDARD OIL COMPANY OF CALIFORNIA

By E. A. [illegible]
Regional Credit Manager

ENDORSED
File No. 3469
Filed--December 15, 1954
EARL T. NEWBRY, Secretary of State

KOERNER, YOUNG, McCOLLOCH & DEZENDORF
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND 4, OREGON
BEACON 8191

ANDREW KOERNER
CLARENCE J. YOUNG
FRANK C. McCOLLOCH
JAMES C. DEZENDORF
FRANK H. SPEARS
JOHN GORDON GEARIN
WILLIAM F. LUBERSKY
HARRY J. DeFRANCO
GEORGE B. CAMPBELL
EDWIN L. GRAHAM
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WILLIAM J. MOSHOFSKY
JAMES H. CLARKE
WAYNE HILLIARD
JOSEPH LARKIN

DEY, HAMPSON & NELSON
1918 - 1943
HAMPSON, KOERNER, YOUNG & SWETT
1944 - 1947
KOERNER, YOUNG, SWETT & McCOLLOCH
1948 - 1950

December 10, 1954

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Re: Notice of Claim on Highway Contract No. 4057

Dear Sir:

Enclosed herewith is Notice of Claim by Standard Oil Company of California in the amount of $2,221.01 with interest at the rate of six per cent per annum from October 5, 1954 against the bond taken from Peter Kiewit & Sons on which bond the Central Surety & Insurance Corporation of Kansas City, Missouri is Surety. Said bond was taken in connection with the Rocky Point-Brush Creek Section of Highway No. 101, Contract No. 4057.

Very truly yours,

Herbert H. Anderson

cc: State Highway Commission

Central Surety & Insurance Corporation
of Kansas City, Missouri

Peter Kiewit & Sons

RECEIVED
DEC 1 - 1954
FOR FILING

[illegible]

November 30, 1954

Koerner, Young, McColloch & Dezendorf
Attorneys at Law
800 Pacific Building
Portland 4, Oregon

Gentlemen:

In reply to your letter of November 29th, we can advise that State Highway Contract No. 4057, awarded to Peter Kiewit Sons' Company for work on the Rocky Point-Brush Creek Section of the Oregon Coast Highway, has not been completed and, consequently, has not been accepted by the Highway Commission.

Contract completion date is set for August 31, 1955. Acceptance should be made within a month or six weeks after completion.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ: ndm

RECEIVED
DEC 1 - 1954
FOR FILING

[illegible]

November 30, 1954

Koerner, Young, McCulloch & Dezendorf
Attorneys at Law
800 Pacific Building
Portland 4, Oregon

Gentlemen:

In reply to your letter of November 29th, we can advise that State Highway Contract No. 4057, awarded to Peter Kiewit Sons' Company for work on the Rocky Point-Brush Creek Section of the Oregon Coast Highway, has not been completed and, consequently, has not been accepted by the Highway Commission.

Contract completion date is set for August 31, 1955. Acceptance should be made within a month or six weeks after completion.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ: adm

8

KOERNER, YOUNG, McCOLLOCH & DEZENDORF
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND 4, OREGON
BEACON 8191

ANDREW KOERNER
CLARENCE J. YOUNG
FRANK C. McCOLLOCH
JAMES C. DEZENDORF
FRANK H. SPEARS
JOHN GORDON GEARIN
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WAYNE HILLIARD
JOSEPH LARKIN

DEY, HAMPSON & NELSON
1918 – 1943
HAMPSON, KOERNER, YOUNG & SWETT
1944 – 1947
KOERNER, YOUNG, SWETT & McCOLLOCH
1948 – 1950

November 29, 1954

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Standard Oil Company of California has requested us to prepare a Notice of Claim against the bond in connection with contract No. 4057 involving the Rocky Point-Brush Creek section of Highway No. 101 in Curry County, Oregon.

It would therefore be appreciated if you would advise whether or not this work has been completed and accepted by the State Highway Commission. If accepted, we would appreciate being advised of the date thereof, and if not accepted, we would appreciate an estimate of the date of acceptance.

Very truly yours,

Koerner, Young, McColloch & Dezendorf

[illegible]

RECEIVED

FOR FILING
FORM E-30X—50M—6-54—79196

BF — [illegible] (5)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 6, 1954

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

W. C. WILLIAMS

Dear Sir:

It is noted that Laboratory Report No. 348722 on the Rock Point-Brush Creek Contract No. 4057, shows an excessive amount of P.I.

Please take immediate steps to have this corrected.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams
George C. Baker

Form E-61—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Rocky Point-Brush Creek			Prefix No.	8-1012
Highway	Oregon Coast			County	Curry
Contractor	Peter Kiewit Sons' Co.	Contract No.	4057	F. A. Project No.	F-124(5)
Submitted by	Geo. C. Baker			Date reported	Oct. 4, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: Brush Cr. Bar. #1, Sta. 309
Sampled at: Roadway Sta. 190+00
Date received: Sept. 29, 1954
To be used: Base Surfacing
Quantity represented: 2000c.y.
Sampled by: E. L. George

TEST RESULTS

Laboratory No. 348722
Data Sheet No. A23138
Type of material: Gravel
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	1.7	1.7	
1½	9.8	11.5	
1	12.7	24.2	
3/4	5.2	29.4	
1/2	8.1	37.5	
1/4	11.3	48.8	
10	15.9	64.7	
40	19.4	84.1	
P40	15.9	15.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	5	%
Manufactured fines		%
Liquid limit: Natural fines	24	%
Manufactured fines		%

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Edwards
x Resident Engineer Baker
Dist. Maint. Supt.
Foreman
x Files
x W.C. Williams

Engineer of Materials

State Printing 72213

Form M-51—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

PF 1-4(5)

NOTED
W. C. WILLIAMS

Project Rocky Point-Brush Creek
Highway Oregon Coast
Contractor Peter Kiewit Sons' Co.
Submitted by Geo. W. Baker

Contract No. 4057

Prefix No. 8-1012
County Curry
F. A. Project No. BF-124 (5)
Date reported Sept. 23, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Bear Creek Bar, Station 355+50 Sampled at Bar
To be used Base Surf.
Sampled by E. L. George

Date received Sept. 20, 1954
Quantity represented 2000 c.y.

TEST RESULTS

Laboratory No. 347067
Data Sheet No. A 23133

Type of material Gravel
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	6.5	6.5	
1	9.9	16.4	
3/4	4.5	20.9	
1/2	9.4	30.3	
1/4	17.0	47.3	
10	22.7	70.0	
40	13.6	83.6	
Pass	16.4	16.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	
Specific gravity (Le Chatelier)	
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	6 %
Manufactured fines	%
Liquid limit: Natural fines	25 %
Manufactured fines	%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Edwards
x Resident Engineer Baker
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams

Engineer of Materials

State Printing 72213

7-61—30M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

NOTED
W. C. WILLIAMS

Project	Rocky Point-Brush Creek			Prefix No.	8-1012
Highway	Oregon Coast			County	Curry
Contractor	Peter Kiewit Sons' Co.	Contract No.	4057	F. A. Project No.	BF-124 (5)
Submitted by	Geo. . Baker			Date reported	Sept. 23, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Brush Creek Bar. Station 348+50

Sampled at Bar #2

Date received Sept. 20, 1954

To be used Base Surf.

Quantity represented 2000 c.y.

Sampled by

TEST RESULTS

Laboratory No. 347659

Data Sheet No. A 23137

Type of material Gravel

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	5.0	5.0	
1½	7.8	12.8	
1	11.7	24.5	
3/4	6.9	31.4	
1/2	9.4	40.8	
1/4	14.4	55.2	
10	17.4	72.6	
40	17.6	90.2	
Pass	9.8	9.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	30.0
Specific gravity (Le Chatelier)	2.67
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	3 %
Manufactured fines	%
Liquid limit: Natural fines	22 %
Manufactured fines	%

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:

- ☒ Bureau of Public Roads
- ☒ Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- ☒ Division Engineer Edwards
- ☒ Resident Engineer Baker
- Dist. Maint. Supt.
- Foreman
- ☒ Files
- ☒ W. C. Williams

Engineer of Materials

State Printing 72213

RECEIVED

FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1954

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

The sub-contract between Peter Kiewit Sons' Company and the Pacific Asphalt Paving Company covering the placing, only, of Items 26 to 31, inclusive, on the Rocky Point-Brush Creek Contract No. 4057, Oregon BF-124 (5), is approved and you may so inform the interested parties.

Four copies of the sub-contract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js
Encl.
cc W. C. Williams
2- C. G. Polk

RECEIVED
FOR FILING

FORM E20—50M—1-54—74386

[illegible]

5256

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

Referring to your Assignment 5256 which has to do with a bill of $56.21 for damage caused to the West Coast Telephone Company facilities near Gold Beach, I wish to advise that as this bill has been referred to the contractor for payment we may consider this assignment closed. If Kiewit makes claim against the State, it will be handled as a separate item.

Forrest Cooper
Ass't. Construction Engineer

FC:js

Encl.

SEP 3 1954
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

FORM 230—50M—4-54—74366
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

Referring to your Assignment 5256 which has to do with a bill of $56.21 for damage caused to the West Coast Telephone Company facilities near Gold Beach, I wish to advise that as this bill has been referred to the contractor for payment we may consider this assignment closed. If Kiewit makes claim against the State, it will be handled as a separate item.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

Encl.

SEP 3 1954
STATE HIGHWAY ENGINEER

FORM 230—60M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

Reference is made to Assignment No. 5256 pertaining to a bill from the West Coast Telephone Company for damages to their lines in the Gold Beach area. I am attaching a copy of a report from Mr. Young, which satisfactorily explains this matter.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:of

Attachment

RECEIVED
AUG 31 1954
OFFICE OF
STATE HIGHWAY ENGINEER

Smith.
note Young's
letter of Aug 27.
Believe Res Eng.
in error in assuming
re-imbursement. Contractor
is responsible on force
acct work as much as
regular contract items.
WCW.

OREGON
IGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

August 25, 1954

PLEASE RETURN TO
W. C. WILLIAMS

COPY

ne Company

rge N. McBride
Manager

Gentlemen:

I have just received your letter of August 24, 1954 concerning your damage claim against Peter Kiewit Sons' Company who are performing highway construction work south of Port Orford.

When your letter of July 28, 1954 was received I referred it to Mr. W. C. Williams, Deputy State Highway Engineer, who immediately asked for a field investigation to determine facts. I checked with Mr. Williams today, and he advises that he has not as yet had a report from the field engineer, but that you will be informed as soon as the report is in his hands.

Respectfully yours,

H B Seaweight

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: W. C. Williams ✓

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

August 25, 1954

COPY

PLEASE RETURN TO
W. C. WILLIAMS

West Coast Telephone Company
Coos Bay, Oregon

Attention: Mr. George N. McBride
District Manager

Gentlemen:

I have just received your letter of August 24, 1954 concerning your damage claim against Peter Kiewit Sons' Company who are performing highway construction work south of Port Orford.

When your letter of July 28, 1954 was received I referred it to Mr. W. C. Williams, Deputy State Highway Engineer, who immediately asked for a field investigation to determine facts. I checked with Mr. Williams today, and he advises that he has not as yet had a report from the field engineer, but that you will be informed as soon as the report is in his hands.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: W. C. Williams ✓

WEST COAST TELEPHONE COMPANY
GENERAL OFFICES · EVERETT, WASHINGTON

Coos Bay, Oregon
August 24, 1954

Oregon State Highway Department

Salem, Oregon

Re: Gold Beach 1-T-3
CWO N-1868
Amount - $56.21

Gentlemen:

We wrote to you July 28, 1954 concerning a damage claim amounting to $56.21, against Peter Kiewitt & Sons Construction Company south of Port Orford, Oregon.

Inasmuch as Peter Kiewitt & Sons are claiming that the Oregon State Highway Department is to be billed for the damage, we would appreciate hearing from you as soon as possible about the matter.

In case you did not receive our previous letter, we are attaching another statement covering the charge.

Yours very truly,

WEST COAST TELEPHONE COMPANY

George N. McBride,
DISTRICT MANAGER

MM:mh

Att.

ANSWERED
H. B. GLAISYER

RECEIVED
AUG 25 1954
OREGON
STATE HIGHWAY COMMISSION

ASSIGNMENT

Date: August 4, 1954 No. [illegible] By [illegible]

Description: Letter of July 28 by M. Mosher, District Cashier of the West Coast Telephone Company, Coos Bay, attaching duplicate copies of a statement billed to Peter Kiewit & Sons Construction Company for a damage claim, which he believes should have been billed SHC

Acknowledged by____ Referred to Smith

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
X Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 8-31-54 Report Received________

TELEPHONE COMPANY
GENERAL OFFICES - EVERETT, WASHINGTON

PLEASE RETURN TO
W. C. WILLIAMS

Coos Bay, Oregon
July 28, 1954

partment

Re: Gold Beach 1-T -3
CWO: N-1868
Amount: $56.21

ate copies of a statement which was
& Sons Construction Company for a

y the above company that this damage
billed directly to the Oregon State

the statement and if you agree that the
Highway Department should be billed, please place in line for payment. In any event, we will appreciate your informing this office of any action you may be taking.

Yours truly,

WEST COAST TELEPHONE COMPANY

George N. McBride,
DISTRICT MANAGER

By:

M. Mosher,
DISTRICT CASHIER

MM:mh

Att.

REFERRED TO
BY SECRETARY

RECEIVED
JUL 28 1954
OREGON
STATE HIGHWAY COMMISSION

WEST COAST TELEPHONE COMPANY
GENERAL OFFICES - EVERETT, WASHINGTON

Coos Bay, Oregon
July 28, 1954

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Department

Salem, Oregon

Re: Gold Beach 1-T -3
CWO: N-1868
Amount: $56.21

Gentlemen:

We are attaching duplicate copies of a statement which was billed to Peter Kiewit & Sons Construction Company for a damage claim.

We have been informed by the above company that this damage claim should have been billed directly to the Oregon State Highway Department.

Will you please inspect the statement and if you agree that the Highway Department should be billed, please place in line for payment. In any event, we will appreciate your informing this office of any action you may be taking.

Yours truly,

WEST COAST TELEPHONE COMPANY

George N. McBride,
DISTRICT MANAGER

By:

M. Mosher,
DISTRICT CASHIER

REFERRED TO
BY SECRETARY

MM:mh

Att.

RECEIVED
JUL 28 1954
OREGON
STATE HIGHWAY COMMISSION

T. [illegible] Mr. Glaisyer.

These [illegible] was an area [illegible] [illegible] [illegible] must be [illegible]. He suggested the matter be referred to the [illegible] for investigation.

F.C.

NOTED
H. B. GLAISYER

REFERRED TO
Mr.
BY SECRETARY

Department EXCHANGE G Beach
TEL. NO. 1-1-3
DATE July 10, 1954

EST COAST TELEPHONE COMPANY, DR.

	DEBIT	CREDIT
t 3 spans of broken wire on		
outh of Port Orford where		
s into pole and lines with		
.06	$ 48 96	
es:		
@ $.50 - Car	7 25	
	$ 56 21	

Forrest Cooper
Ass't. Construction Engineer

FC:js

FORM 03X [illegible]

Oregon State Hig[illegible] Department
Salem, Oregon

EXCHANGE G[illegible] Beach
TEL. NO. 1-1-3
DATE July 10, 1954

TO WEST COAST TELEPHONE COMPANY, DR.

CWO X 1868		DEBIT	CREDIT
5/24/54	Cost of splicing out 3 spans of broken wire on Toll lead 5 miles south of Port Orford where Construction Co. ran into pole and lines with caterpiller.		
	Labor:		
	16 hrs. @ $3.06	$ 48 96	
	Motor Vehicle Expense:		
	14-1/2 hrs. @ $.50 - Car	7 25	
		$ 56 21	

Forrest Cooper
Ass't. Construction Engineer

FC:js

Oregon State Hig[illegible]y Department
Salem, Oregon

EXCHANGE G[illegible] Beach
TEL. NO. 1-[illegible]-3
DATE July 10, 1954

TO WEST COAST TELEPHONE COMPANY, DR.

CWO # 1868

		DEBIT		CREDIT	
5/24/54	Cost of splicing out 3 spans of broken wire on Toll lead 5 miles south of Port Orford where Construction Co. ran into pole and lines with caterpiller.				
	Labor:				
	16 hrs. @ $3.06	$ 48	96		
	Motor Vehicle Expense:				
	14-1/2 hrs. @ $.50 - Car	7	25		
		$ 56	21		

ours.
ch

Forrest Cooper
Ass't. Construction Engineer

FC:js

FORM E-30 25M 9-51 82316

Br-124(5)

4057

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

W. C. WILLIAMS

We recently submitted a request for additional funds in an amount of $59,000 on the Rocky Point-Brush Creek Project in Curry County, Contract No. 4057.

I received information by telephone today that another slide of considerable magnitude has developed within the past 24 hours. The slide contains approximately 40,000 cubic yards of material which will have to be removed; therefore, the request should be increased from $59,000 to $79,000.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:js

RECEIVED
JUL 27 1954
FOR FILING

July [illegible], 1954

Oregon State Highway Commission

Gentlemen:

In the [illegible] Creek Section and the [illegible] Point-[illegible] Creek Section of the Oregon Coast Highway, extensive slides have and are developing, the removal of which will entail costs exceeding the project authorization on each project.

In the [illegible] Creek Section our estimate as of the present time (and we believe now that the major slide development is known) of the overrun is [illegible], which represents a seven per cent overrun on the project authorization.

On the [illegible] Point-[illegible] Creek Section similar circumstances indicate an overrun of [illegible], or just under five per cent.

It is respectfully requested that you authorize an additional project authorization of [illegible] on Contract No. [illegible], [illegible] Creek Section, and [illegible] on Contract No. [illegible], [illegible] Point-[illegible] Creek Section.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me hi

RECEIVED
JUL [illegible] 195[illegible]
FOR FILING

[illegible]

4057

July [illegible], 195[illegible]

[illegible]

Gentlemen:

On the [illegible] Creek-[illegible] Creek Section and the [illegible] Point-[illegible] Creek Section of the [illegible] Coast Highway, extensive slides have and are developing, the removal of which will result in costs exceeding the project authorization on each project.

On the [illegible] Creek-[illegible] Creek Section our estimate as of the present time (and we think now that the major slide development is known) of the overrun is $7,[illegible], which represents a seven per cent overrun of the project authorization.

On the [illegible] Point-[illegible] Creek Section similar circumstances indicate an overrun of $[illegible], or just under five per cent.

It is respectfully requested that you authorize an additional project authorization of $[illegible] on Contract No. [illegible], [illegible] Creek-[illegible] Creek Section, and $[illegible] on Contract No. [illegible], [illegible] Point-[illegible] Creek Section.

This matter will be on the next agenda.

Very truly yours,

[illegible]
[illegible] Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me hi

ASSIGNMENT

Date: July 15, 1954 No. 5219 By WCW

Description: Copy of letter from T. Edwards to H.G.Smith attaching Requests for Authority to Exceed Project Authorization on Rocky Pt.-Brush Creek Sect. of Ore. Coast Hwy, and Brush Creek-Rinehart Creek Sect. of same hwy. (Forms in triplicate for each encl. and 1 copy of present indicated project standing)

Acknowledged by____ Referred to H.G.Smith

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.____
__ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks: Please have these jobs checked as of now and furnish data to ask Comm. for additional authorization at August meeting.

Executed 7-23-54 Report Received____
me

IGHWAY DEPARTMENT

Run Contract Amount

Date June 16, 19 54
Contract No. 4057
FAP BF-124(5) Prefix 8-1012
Request No.

		$ 1,110,179.81
	$	
	51,033.56	
		$ 51,033.56
		$1,161,213.37

	Quantity	Unit Price	Amount
	225,000	0.44	$99,000.00
			9,900.00
			25,000.00
Drainage			20,800.00
Drainage			35,000.00
			8,000.00
			$~~189,700.00~~
			197,700.00

Minor items, unitemized (not more than 20 per cent of subtotal)	31,034.50
Subtotal	$228,734.50
Less for savings on under-run items	169,700.94
Net amount of over-run for which authority is now requested	$59,033.56

Description of Additional Work or Conditions Occasioning Over-Run Now Requested:
(Include station number locations when practicable)

INSTRUCTIONS

Submit request on this form whenever conditions are encountered which require considerable increases in contract quantities and whenever the revised total cost for the bid items in the contract (as shown in the "Monthly Project Cost Report") is revised upward and is above the total shown in the contract.

Submit three copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 1,110,179.81
Present estimate of project cost, including $59,033.56 for work under this request	$1,169,213.37
Expected ~~under-run~~ over-run (amount)	$ 51,033.56
Expected ~~under-run~~ over-run (per cent)	$ 4.60

Space to right of this line is for use of Salem Office.

Submitted by: .... Resident Engineer

Approval Recommended: Tom Edwards Division Engineer

Approval Recommended: .... ASST Construction Bridge Engineer

Approved: .... Assistant State Highway Engineer

State Printing Dept. 31960

Form No. E-290—5-49—5M—Pads of 50

OREGON STATE HIGHWAY DEPARTMENT

Authority to Over-Run Contract Amount

Project Name	Rocky Point-Brush Creek	Date	June 16, 1954
Highway	Oregon Coast	Contract No.	4057
County	Curry	FAP	BF-124(5) Prefix 8-1012
Contractor	Peter Kiewit Sons' Company	Request No.	

Summary Statement:

Contract amount		$ 1,110,179.81
Over-run of contract amount previously authorized	$	
Over-run for which authority is now requested	51,033.56	
Total over-run (4.60 per cent)		$ 51,033.56
Total (contract amount plus over-run)		$1,161,213.37

Itemization of Over-Run Now Requested:

Major Items	Quantity	Unit Price	Amount
P. A. #1 Slide Removal	225,000	0.44	$99,000.00
P. A. $5 Stockpile Oiling Agg.			9,900.00
E. W. O. #4 Clearing and Slide Removal			25,000.00
E. W. O. #6 Clearing, Slide Removal and Drainage			20,800.00
E. W. O. #7 Clearing, Slide Removal and Drainage			35,000.00
Cement Grout on Brush Creek Slopes			8,000.00
			~~$189,700.00~~
			197,700.00
Minor items, unitemized (not more than 20 per cent of subtotal)			31,034.50
Subtotal			$228,734.50
Less for savings on under-run items			169,700.94
Net amount of over-run for which authority is now requested			$ 59,033.56

Description of Additional Work or Conditions Occasioning Over-Run Now Requested:
(Include station number locations when practicable)

INSTRUCTIONS

Submit request on this form whenever conditions are encountered which require considerable increases in contract quantities and whenever the revised total cost for the bid items in the contract (as shown in the "Monthly Project Cost Report") is revised upward and is above the total shown in the contract.

Submit three copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 1,110,179.81
Present estimate of project cost, including $59,033.56 for work under this request	$1,169,213.37
Expected ~~under-run~~ over-run (amount)	$ 51,033.56
Expected ~~under-run~~ over-run (per cent)	$ 4.60

Space to right of this line is for use of Salem Office.

Submitted by: .... Resident Engineer

Approval Recommended: .... Division Engineer

Approval Recommended: ASSt .... Construction—Bridge—Engineer

Approved: .... Assistant State Highway Engineer

State Printing Dept. 31960

Form No. E-390—5-49—5M—Pads of 50

OREGON STATE HIGHWAY DEPARTMENT

Authority to Over-Run Contract Amount

Project Name: Rocky Point-Brush Creek
Date: June 16, 1954
Highway: Oregon Coast
Contract No.: 4057
County: Curry
FAP: RF-124(5) Prefix: 8-1012
Contractor: Peter Kiewit Sons' Company
Request No.:

Summary Statement:

Contract amount: $ 1,110,179.81
Over-run of contract amount previously authorized: $
Over-run for which authority is now requested: 51,033.56
Total over-run (4.60 per cent): $ 51,033.56
Total (contract amount plus over-run): $ 1,161,213.37

Itemization of Over-Run Now Requested:

Major Items	Quantity	Unit Price	Amount
P. A. #1 Slide Removal	225,000	0.44	$99,000.00
P. A. $5 Stockpile Oiling Agg.			9,900.00
E. W. O. #4 Clearing and Slide Removal			25,000.00
E. W. O. #6 Clearing, Slide Removal and Drainage			20,800.00
E. W. O. #7 Clearing, Slide Removal and Drainage			35,000.00
Cement Grout on Brush Creek Slopes			8,000.00
			~~$189,700.00~~
			197,700.00

Minor items, unitemized (not more than 20 per cent of subtotal): 31,034.50
Subtotal: $ 228,734.50
Less for savings on under-run items: 169,700.94
Net amount of over-run for which authority is now requested: $ 59,033.56

Description of Additional Work or Conditions Occasioning Over-Run Now Requested:
(Include station number locations when practicable)

INSTRUCTIONS

Submit request on this form whenever conditions are encountered which require considerable increases in contract quantities and whenever the revised total cost for the bid items in the contract (as shown in the "Monthly Project Cost Report") is revised upward and is above the total shown in the contract.

Submit three copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization: $ 1,110,179.81
Present estimate of project cost, including $59,033.56 for work under this request: $1,169,213.37
Expected over-run (amount): $ 59,033.56
Expected over-run (per cent): $ 4.60

Space to right of this line is for use of Salem Office.

Submitted by: Resident Engineer

Approval Recommended: Tom Edwards, Division Engineer

Approval Recommended: Asst. Construction—~~Bridge~~—Engineer

Approved: Assistant State Highway Engineer

State Printing Dept. 31969

PRESENT INDICATED PROJECT STANDING

ACTUAL COSTS #	Rocky Point to Brush Creek	Brush Creek to Rinehart Cr.	Brush Creek to Frankport	Frankport to Greggs Creek	TOTAL Rock Point to Greggs Creek
Grading	$583,533.50	$636,799.20	$703,120.00	$457,510.00	$2,385,942.70
Drainage	63,263.00	64,335.50	38,835.50	77,418.00	243,582.00
Surfacing	187,754.25		248,654.50	247,882.00	684,290.75
Slides & Extra Work	242,716.50	75,345.41	100,867.43	63,402.15	482,331.49
Engineering	78,946.12	34,769.23	60,000.00	70,986.04	244,701.39
Anticipated Slides				62,760.00	62,760.00
TOTALS	$1,161,213.37	$811,229.34	$1,151,477.43	$979.958.19	$4,103,878.33
ORIGINAL PROJECT AUTHORIZATION					
Contract	$862,226.50	$648,682.50	$984,239.00	$771,875.50	$3,267,023.50
Contingencies	44,407.19	30,324.71	47,011.46	39,929.65	161,673.01
Extra Items	124,600.00	25,200.00	60,460.00	107,800.00	381,060.00
Engineering	78,946.12	53,910.60	83,575.92	70,986.04	287,418.68
TOTALS	$1,110,179.81	$758,117.81	$1,175,286.38	$990,591.19	$4,034,175.19
Difference	51,033.56	53,111.53	+23,808.95	+10,633.00	-69,703.14

Premise -

Paving Net
Base Net + ½ normal allowance
Reduced Engineering
Slide Removal & P.A'S as they appear 6/14/54

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 21, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Forrest Cooper
Assistant Construction Engineer

Dear Sir:

Pursuant to your phone call, we have made a thorough examination of the probable overruns on the Rocky Point-Greggs Creek Section of the Oregon Coast Highway.

No further slides or indications thereof have appeared which would cause us to revise our previous analysis of the cost of the various contracts. However, on a recent inspection trip I noted what appeared to be a troublesome situation in Brush Creek Canyon where the construction appeared to encroach upon and restrict the channel of Brush Creek to a point where it would appear not possible for it to carry the flow anticipated.

As a result thereof, I have had George Baker and Jack Rowland make separate studies of the channel, and I find that it will be necessary to protect the fill slopes against erosion, but that the channel will carry the water. Each engineer used different methods to arrive at a solution which indicated a velocity of approximately 14 feet per second in the channel, which would be ample with the cross-sectional area available to carry the flood waters without inundating the road.

However, we have no material of sufficient size and weight to riprap suitably for 14 feet per second velocity, and it will be necessary to place a 4" cement grout cover over the slopes in critical areas. This will achieve two purposes: (1) protection of the fills against erosion, and (2) provide improved hydraulic characteristics to further increase the flow and insure against flooding.

I estimate the cost of this work to be $8,000, and recommend that you add this amount to the request for additional authorization on the Rocky Point-Brush Creek Section. The work will be done by state forces under the direction of Walter Krueger, Bridge Superintendent.

added to Request.

Very truly yours,

Tom Edwards

Tom Edwards
Division Engineer

R[illegible] JUL [illegible] 1954

TE:gb

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

June 16, 1954

SUBJECT:

To:

H. G. Smith
Construction Engineer

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir

We attach hereto Request for Authority to Exceed Project Authorization on two projects, namely, the Rocky Point-Brush Creek Section of the Oregon Coast Highway and the Brush Creek-Rinehart Creek Section of the same highway. We have on the basis of June 10th estimates on all of the projects on the Coast, made a thorough examination of the probable actual costs and project authorizations of the four projects which we have underway south of Port Orford at this time. A summary of the indicated cost is attached. The summary indicates a net of approximately $68,000 above project authorization will be required to complete the projects.

Taking the projects individually, explanation of the necessity for excess project authorization is as follows: On the Rocky Point-Brush Creek Section, the excess over-run can be traced and pin pointed to one individual item, namely, the huge slide which was necessarily removed from the point going into Brush Creek. We had anticipated slide removal trouble on this section and included in the project authorization $90,000 for such work. The slide under discussion occurred at a point which all tests and surface indications pointed to as being a stable area. The removal of this one slide entirely dissipated the anticipated slide authorization. Had this slide not occurred, the money would have been available in the authorization to cover the balance of the slides which occurred. The anticipated over-run on this section is approximately $51,000 which is still within the 5% allowable over-run without additional authorizations of the Commission.

On the Brush Creek-Rinehart Creek Section, which was under contract to Slate and Hall, the grading was basicly completed in the 1953 working season. A chunk of excavation approximating 11,000 cubic yards was left in the cut to fill at the ends of Rinehart Creek Bridge and to use as possible backfill material in case of slides. One such slide occurred immediately northerly of Rinehart Creek Bridge in which the material will be used. This project would have been completed with an over-run of the project authorization of approximately 3½% except for the fact that the cuts sluffed badly during the 1953-54 winter and a cleaning up and reshaping of several cut slopes and the ditches was necessary to put the project in shape for surfacing.

An Extra Work Order in the amount of $23,000 has been submitted and approved for this project which brings the over-run to approximately $53,000, which is 7.0% over the project authorization.

Total of the two foregoing over-runs amount to $104,000. As against these, we have an indicated savings at this time on the Brush Creek-Frankport Section of $24,000 and on the Frankport-Greggs Creek Section of $11,000 for a total of $35,000, making a net over-run of $69,000 or 1.7% of the anticipated cost of the work underway in the area.

A request for expenditure covers the over-run on the two projects first explained above. I recommend your approval thereof.

Very truly yours

Tom Edwards

Tom Edwards
Division Engineer

TE:ri

Enc.

RECEIVED
JUN 1 4 1954
FOR FILING

[illegible]

4-51

June 10, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are corrected copies of Order for Extra Work No. 7 on the Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County, Project F-124 (5), as requested in your letter of June 8, 1954.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]:tp

Encl.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

REFERRED TO
Smith
BY DEPUTY STATE HIGHWAY ENGINEER

June 8, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Project BF-124(5), Rocky-Point, Brush Creek - Extra Work Order No. 7

Dear Sir:

Reference is made to subject Order for Extra Work submitted with your letter dated May 25, 1954.

It will be noted, on the copies returned herewith, that clearing has been estimated at $15,000.00 per acre, obviously an error.

Kindly submit corrected copies.

Very truly yours,

G Polk
G. G. POLK
District Engineer

Encls.

RECEIVED
JUN 9 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 27 1954
FOR FILING

May 25, 1954

Mr. C. . olk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering slide correction on the Rocky Point - Brush Creek Section of the Oregon Coast Highway in Curry County, Contract No. 4057, in connection with Federal Aid Project No. -124 (5).

This work is necessary to remove a portion of the material in the slide area, and at the same time intercept the streams of water causing the slides between Stations 264 - 267.

The work is to be paid for on labor payrolls and equipment rental basis.

Very truly yours,

. . Baldock
State Highway Engineer

By

. . Williams
Deputy State Highway Engineer

[illegible]

Encl.

RECEIVED
MAY 26 1954
FOR FILING

May 19, 1954

Mr. C. [illegible] Volk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering additional clearing and removal of slides on the Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County, Contract No. 4057, in connection with Federal Aid Project No. F-124 (5).

Special Provisions provide that slide removal shall be paid for as extra work. The price of $0.56 per cubic yard is an estimated cost. Payment for work done on this order will be made at established rental rates.

Very truly yours,

[illegible] Baldock
State Highway Engineer

By

[illegible] Williams
Deputy State Highway Engineer

[illegible]:tp

Encl.

FORM E-30 25M 9-51 52918

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26th, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Slides have developed in the cut from Station 310 to Station 313 on the Rocky Point-Brush Creek Section so that it is necessary to do considerable additional clearing and flatten the slopes. The rock in the cut is so badly fractured and tilted in various directions that slides develop on the fracture planes. The cut had been taken out to within about 40 feet of grade, and the slopes are being flattened above this elevation in the hopes that the removal of the load will relieve the weight so that the original slope can be used below that elevation.

If this does not prove effective, it will be necessary to move the channel change farther into the parking area, as it would be impossible to carry the 1:1 slope from the bottom of the cut on account of the immense yardage involved and the height to which the slope would run up the mountain.

Inasmuch as this is a slide which has taken place after the work started, the extra clearing and the resloping of the cut are being done as extra work, as that is the method set forth in the specifications for handling slides. The contractor was unwilling to quote a price so that it could be done by price agreement.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
~~FOR~~ FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BF-124(5), Rocky Point-Brush Creek Section of the Oregon Coast Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
FEB 10 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 7 - '53
FOR FILING

[illegible]

4057

December 4, 1953

Peter Kiewit Sons' Co.
8th & Douglas Streets
Longview, Washington

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4057, which was awarded to you on November 6, 1953 by the State Highway Commission, covering the Rocky Point-brush Creek Section of the Oregon Coast Highway in Curry County. This contract was approved on the assumption that your Company is still functioning in accordance with the copy of By-Laws of your corporation sent to us previously which authorized your vice-presidents to execute contracts.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED

November 9, 1953

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 14, 1953 on Contract No. 4057, Rocky Point-Brush Creek Section in Curry County, in connection with Federal Aid Project No. RF-124 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Acting State Highway Engineer

SHP:tp

RECEIVED
FOR FILING

AGENDA
DEC 1 0 1953

3a-7

November 6, 1953

Peter Kiewit Sons' Company
Box 431
Longview, Washington

Gentlemen:

The State Highway Commission on September 25th accepted your proposal for grading and paving on the Rocky Point-Brush Creek Section of the Oregon Coast Highway south of Port Orford in Curry County for the sum if $862,226.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and approval of the Bureau of Public Roads was received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4057.

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. W. M. Franzwa
Mr. H. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis

E. R.

RECEIVED
FOR FILING

AGENDA
DEC 10 1953

3a

November 6, 1953

Peter Kiewit Sons' Company
Box 4[illegible]1
Longview, Washington

Gentlemen:

The State Highway Commission on September 25th accepted your proposal for grading and paving on the Rocky Point-Brush Creek Section of the Oregon Coast Highway south of Port Orford in Curry County for the sum if $862,226.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and approval of the Bureau of Public Roads was received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4[illegible]57.

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. J. M. Franzwa
Mr. H. C. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis

E. R.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 6, 1953
2:40 p.m.

Peter Kiewit Sons' Company

Longview, Washington

The State Highway Commission today received satisfaction of condition governing award to you of contract for Rocky Point-Brush Creek Section of Oregon Coast Highway in Curry County for which you submitted low bid on September 25, 1953. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

CGPolk
C. G. POLK
District Engineer

RECEIVED
FOR FILING

BF-124(5)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON ~~DISTRICT~~

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 6, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired, we hereby concur as of this date in award of Contract No. 4057 for Oregon Project BF-124(5), Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County, to Peter Kiewit Sons' Co. of Longview, Washington, low bidder in the amount of $862,226.50 at the September 25, 1953 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

[illegible]
FOR FILING

BF-124(5)

4057

BF-124(5)

November 6, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Rocky Point-Brush Creek Section of the Oregon Coast Highway in Curry County, Project BF-124 (5), to the Peter Kiewit Sons' Co. of Longview, Washington, on the basis of the bid of $862,226.50 submitted on September 25, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

File

OREGON DISTRICT

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project EF-124(5), Rocky Point-Brush Creek Section of the Oregon Coast Highway. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
SEP 15 1953
OREGON
STATE HIGHWAY COMMISSION

BF1-78(17) Winchester-S. Umpqua River 1953
Unit, Deady-Shady Sec., Pacific
#4058 Hwy.

BFI-78(17) Winchester-S. Umpqua River 1953
Unit, Deady-Shady Sec., Pacific
#4058 Hwy.

umber	F[illegible]-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	ate **Oregon**
		County **Douglas**
(17)		Project number **BFI-78(17)**

Project Agreement for the above-referenced project entered into between

d parties and executed by the Division Engineer on **November 22**,

eby modified as follows:

sed estimated total cost of project $ **673,363.91**

sed Federal funds $ **417,350.00**

r revisions - **None.**

other terms and conditions of the Project Agreement will remain in full

fect.

is modification is effective as of the 20th day of August, 19 57.

REGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

Chas H Reynolds

Chairman, State Highway Commission
(Title)

y

Member, State Highway Commission
(Title)

y

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

HIGHWAY ENGINEER

USComm-DC 11170

RECEIVED
SEP - 1957
FOR FILING

Monthly transaction number 8-50	F[illegible] R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
		Project number BFI-78(17)

4058

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 22, 1954, is hereby modified as follows:

Revised estimated total cost of project $ 673,363.91

Revised Federal funds $ 417,350.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of August, 1957.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

HIGHWAY ENGINEER

USComm-DC 11170

Oregon State Highway Department

Federal Aid Project
No. BFI-78(17)

WINCHESTER-SOUTH UMPQUA RIVER SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for modified project agreement. Based on final construction quantities at low bid prices and approved Price Agreements).

Salem, Oregon, June 21, 1957

Type Code 2010
2-Lane Roadway (Sta. 2308+91 to Sta. 2367+00) (Sta. 2397+00 to Sta. 2494+50) (Contract No. 4058)

All Required	Clearing and Grubbing (65%)	$	$ 13,000.00
414.4 cu. yds.	Structural Excavation, Unclassified	3.50	1,450.40
166.3 cu. yds.	Trench Excavation, Unclassified	2.50	415.75
266,414.2 cu. yds.	General Excavation, Unclassified	0.58	154,520.24
1,077,066 yd. sta.	Short Overhaul	0.01	10,770.66
137,684.6 C-yd.sta.	Long Overhaul	0.40	55,073.84
2.95 miles	Finishing Roadbed and Slopes	1,000.00	2,950.00
4,920 lin. ft.	Rounding Cutbanks	0.20	984.00
288 lin. ft.	48-inch Corrugated Metal Pipe	20.00	5,760.00
190 lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	380.00
180 lin. ft.	8-inch Perforated Metal Drain Pipe	3.00	540.00
41 cu. yds.	3/8" - 0 Backfill in Drains	7.00	287.00
669 lin. ft.	18-inch Concrete Pipe	3.50	2,341.50
279 lin. ft.	24-inch Concrete Pipe	5.00	1,395.00
219 lin. ft.	36-inch Concrete Pipe	10.00	2,190.00
62 lin. ft.	Salvaging Culvert Pipe	2.00	124.00
107.61 cu. yds.	Class "A" Concrete	60.00	6,456.60
17,196.9 lbs.	Metal Reinforcement	0.15	2,579.54
28,580 cu. yds.	3" - 0 Material in Base	1.80	51,444.00
885 cu. yds.	3/4" - 0 Material in Base & Shoulders	3.00	2,655.00
597.84 M-gals.	Sprinkling	2.00	1,195.68
	Approved Price Agreements		
3.75 bbl.	PA #8 Cement Adjustment (Favor of Contractor)	4.7124	17.67
All Required	EWO #3 Remove Slides, Reshape Cut Slopes & Etc.		21,187.82
	Subtotal		$337,718.70
	Engr. & Cont.		15,694.93
	Total		$353,413.63

Length of Roadway 2.947 Miles
Cost of Roadway Per Mile $119,923.18

Type Code 2010
3-Lane Roadway (Sta. 2367+00 to Sta. 2397+00) (Contract No. 4058)

All Required	Clearing and Grubbing (15%)	$	$ 3,000.00
33.0 cu. yds.	Structural Excavation, Unclassified	3.50	115.50
3.2 cu. yds.	Trench Excavation, Unclassified	2.50	8.00
78,142.8 cu. yds.	General Excavation, Unclassified	0.58	45,322.82

381,720 yd. sta.	Short Overhaul	$0.01	$ 3,817.20
4,199.2 C-yd.sta.	Long Overhaul	0.40	1,679.68
0.56 miles	Finishing Roadbed and Slopes	1,000.00	560.00
2,100 lin. ft.	Rounding Cutbanks	0.20	420.00
130 lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	260.00
28 cu. yds.	3/8" - 0 Backfill in Drains	7.00	196.00
93 lin. ft.	18-inch Concrete Pipe	3.50	325.50
81 lin. ft.	24-inch Concrete Pipe	5.00	405.00
5,578 cu. yds.	3" - 0 Material in Base	1.80	10,040.40
113.18 M-gals.	Sprinkling	2.00	226.36
		Subtotal	$ 66,376.46
		Engr. & Cont.	3,085.70
		Total	$ 69,462.16

Length of Roadway 0.568 Mile
Cost of Roadway Per Mile $122,292.53

Type Code 2010
4-Lane Roadway (Sta. 2494+50 to Sta. 2529+15.34)(Contract No. 4058)

All Required	Clearing and Grubbing (20%)	$	$ 4,000.00
719.83 sq. yds.	Removal of Pavement	1.00	719.83
1 only	Removal of Manhole	100.00	100.00
1,190.4 cu. yds.	Structural Excavation, Unclassified	3.50	4,166.40
101.2 cu. yds.	Trench Excavation, Unclassified	2.50	253.00
78,675.5 cu. yds.	General Excavation, Unclassified	0.58	45,631.79
259,939 yd. sta.	Short Overhaul	0.01	2,599.39
3,258.5 C-yd.sta.	Long Overhaul	0.40	1,303.40
0.65 mile	Finishing Roadbed and Slopes	1,000.00	650.00
2,642 lin. ft.	Rounding Cutbanks	0.20	528.40
137 lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	274.00
80 lin. ft.	8-inch Perforated Metal Drain Pipe	3.00	240.00
25 cu. yds.	3/8" - 0 Backfill in Drains	7.00	175.00
255 lin. ft.	12-inch Concrete Pipe	2.00	510.00
405 lin. ft.	18-inch Concrete Pipe	3.50	1,417.50
417 lin. ft.	8-inch Sewer Pipe	1.50	625.50
1,014 lin. ft.	12-inch Sewer Pipe	2.00	2,028.00
45 lin. ft.	Salvage Culvert Pipe	2.00	90.00
8 only	Concrete Catch Basins	100.00	800.00
3 only	Type "B" Manhole	250.00	750.00
2 only	Adjustment of Manhole	75.00	150.00
225.51 cu. yds.	Concrete Curbs	60.00	13,530.60
804.6 lin. ft.	1¼" Electrical Conduit	1.00	804.60
17,619 cu. yds.	3" - 0 Material in Base	1.80	31,714.20
1,308 cu. yds.	3/4" - 0 Material in Base & Shoulders	3.00	3,924.00
384.03 M-gals.	Sprinkling	2.00	768.06
2,088.57 tons	Class "B" Asphaltic Concrete	10.00	20,885.70
	Approved Price Agreements		
936 lin. ft.	PA #5 18-inch Sewer Pipe	3.50	3,276.00
		Subtotal	$141,915.37
		Engr. & Cont.	6,595.17
		Total	$148,510.54

Length of Roadway 0.648 Mile
Cost of Roadway Per Mile $229,182.93

Type Code X721
Airport Road Undercrossing (Sta. 2469+62.15)(Contract No. 4241)

88.65 cu. yds.	Structural Excavation	$5.00	$ 443.25
33.28 cu. yds.	Excavation Below Elevation Shown	25.00	832.00
100 lin. ft.	Furnish Steel Piling, 10-inch	4.10	410.00
4 only	Drive Steel Piles	60.00	240.00
309.11 cu. yds.	Class "A" Concrete	58.00	17,928.38
78,188 lbs.	Metal Reinforcement	0.1075	8,405.21
79 lin. ft.	8-inch Metal Drain Pipe	3.50	276.50
187.29 sq. yds.	Concrete Slab Riprap	7.50	1,404.68
	Approved Price Agreements		
43 sack	PA #7 Cement Adjustment (Favor of State)	1.1781	50.66 Cr.
	Subtotal		$ 29,889.36

Type Code X721
Garden Valley Road Undercrossing (Sta. 2503+64.37)(Contract No. 4241)

396.56 cu. yds.	Structural Excavation	$5.00	$ 1,982.80
21.54 cu. yds.	Excavation Below Elevation Shown	20.00	430.80
315 lin. ft.	Furnish Steel Piling, 12-inch	4.70	1,480.50
14 only	Drive Steel Piles	50.00	700.00
644.12 cu. yds.	Class "A" Concrete	58.00	37,358.96
163,941 lbs.	Metal Reinforcement	0.1075	17,623.66
391.70 lin. ft.	Metal Rail	9.70	3,799.49
470.35 sq. yds.	Concrete Slab Riprap	7.50	3,527.63
	Approved Price Agreements		
24 each	PA #4 Delete, Int. Handrail Brackets	5.00	120.00 Cr.
89 sack	PA #7 Cement Adjustment (Favor of State)	1.1781	104.85 Cr.
	Subtotal		$ 66,678.99

Subtotal	$ 96,568.35
Engr. & Cont.	5,409.23
Total	$101,977.58

Length of Structures 0.000 Mile

SUMMARY OF FEDERAL FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$353,413.63	$219,045.50	$134,368.13
3-Lane Roadway	69,462.16	43,052.50	26,409.66
4-Lane Roadway	148,510.54	92,046.50	56,464.04
Structures	101,977.58	63,205.50	38,772.08
	$673,363.91	$417,350.00	$256,013.91

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
Chap. 491, Laws 1951; Chap. 20, Laws 1953.
State Funds for Maint.: Chap. 529, Laws 1939.

C-14.62

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Bond Issue Project No. BFI-78(17)

PFI-78(17)

4058

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of November, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 1953, a program, which was approved on the 1st day of September, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 10th day of September, 1953; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of four hundred five thousand and 00/100 dollars ($405,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Proceeds of bonds as follows: (Include date and citation of act of legislature by which authorized)

~~(b) From other sources~~

Authorized By Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 2308+91 in the SE 1/4, Section 25, T. 26 S., R. 6 W., W.M., and survey station 2529+15.34 in the SW 1/4, Section 13, T. 27 S., R. 6 W., W.M., without exception, length 4.163 miles, in Douglas County, being Oregon Federal Aid / Bond Issue project No. BFI-78(17), consisting of 4.163 miles of roadway and two bridges, each of more than 20 feet clear span, of no net / mileage. ~~of [illegible] length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

four hundred five thousand and 00/100

dollars ($405,000.00), which does not exceed the authorized Federal pro rata share of

six hundred fifty-three thousand, five hundred eighty-three and 70/100

dollars ($653,583.70), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By [redacted] *Division Engineer,*
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5

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Oregon State Highway Department

Federal Aid Project
No. BF1-78 (17)

WINCHESTER-SOUTH UMPQUA RIVER SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Sept. 24, 1954

Type Code 2010
2-Lane Roadway (Sta. 2308+91 to Sta. 2367+00)(Sta. 2397+00 to Sta. 2494+50)
(Contract No. 4058)

All Required	Clearing and Grubbing (65%)		$ 13,000.00
560 cu.yd.	Structural Excavation, Unclassified	$ 3.50	1,960.00
110 cu.yd.	Trench Excavation, Unclassified	2.50	275.00
250,000 cu.yd.	General Excavation, Unclassified	0.58	145,000.00
758,000 yd.sta.	Short Overhaul	0.01	7,580.00
49,100 C-yd.sta.	Long Overhaul	0.40	19,640.00
2.95 miles	Finishing Roadbed and Slopes	1,000.00	2,950.00
5,500 lin.ft.	Rounding Cutbanks	0.20	1,100.00
70 lin.ft.	12-inch Corrugated Metal Pipe, Nested Type	3.00	210.00
290 lin.ft.	48-inch Corrugated Metal Pipe	20.00	5,800.00
260 lin.ft.	6-inch Perforated Metal Drain Pipe	2.00	520.00
330 lin.ft.	8-inch Perforated Metal Drain Pipe	3.00	990.00
90 cu.yd.	3/8" - 0 Backfill in Drains	7.00	630.00
570 lin.ft.	18-inch Concrete Pipe	3.50	1,995.00
490 lin.ft.	24-inch Concrete Pipe	5.00	2,450.00
180 lin.ft.	36-inch Concrete Pipe	10.00	1,800.00
70 lin.ft.	Salvaging Culvert Pipe	2.00	140.00
100 cu.yd.	Class "A" Concrete	60.00	6,000.00
14,500 lbs.	Metal Reinforcement	0.15	2,175.00
20 cu.yd.	Concrete Curbs	60.00	1,200.00
28,600 cu.yd.	3" - 0 Material in Base	1.80	51,480.00
1,450 cu.yd.	3/4" - 0 Material in Base and Shoulders	3.00	4,350.00
600 M-gal.	Sprinkling	2.00	1,200.00
		Subtotal	$272,445.00
		10% Engr. & Cont.	27,244.50
		Total	$299,689.50

Length of Roadway 2.947 miles
Cost of Roadway per mile $101,693.07

Type Code 2010
3-Lane Roadway (Sta. 2367+00 to Sta. 2397+00)(Contract No. 4058)

All Required	Clearing and Grubbing (15%)		$ 3,000.00
60 cu.yd.	Structural Excavation, Unclassified	$ 3.50	210.00
10 cu.yd.	Trench Excavation, Unclassified	2.50	25.00
70,000 cu.yd.	General Excavation, Unclassified	0.58	40,600.00

171,000 yd.sta.	Short Overhaul	$ 0.01	$ 1,710.00
1,400 C-yd.sta.	Long Overhaul	0.40	560.00
0.56 miles	Finishing Roadbed and Slopes	1,000.00	560.00
2,800 lin.ft.	Rounding Cutbanks	0.20	560.00
200 lin.ft.	6-inch Perforated Metal Drain Pipe	2.00	400.00
40 cu.yd.	3/8" - 0 Backfill in Drains	7.00	280.00
110 lin.ft.	18-inch Concrete Pipe	3.50	385.00
90 lin.ft.	24-inch Concrete Pipe	5.00	450.00
6,100 cu.yd.	3" - 0 Material in Base	1.80	10,980.00
120 M-gal.	Sprinkling	2.00	240.00
		Subtotal	$ 59,960.00
		10% Engr. & Cont.	5,996.00
		Total	$ 65,956.00

Length of Roadway 0.568 mile
Cost of Roadway per mile $116,119.71

Type Code 2010
4-Lane Roadway (Sta. 2494+50 to Sta. 2529+15.34)(Contract No. 4058)

All Required	Clearing and Grubbing (20%)		$ 4,000.00
660 sq.yd.	Removal of Pavement	$ 1.00	660.00
1 only	Removal of Manhole	100.00	100.00
310 cu.yd.	Structural Excavation, Unclassified	3.50	1,085.00
71,000 cu.yd.	General Excavation, Unclassified	0.58	41,180.00
609,000 yd.sta.	Short Overhaul	0.01	6,090.00
83,200 C-yd.sta.	Long Overhaul	0.40	33,280.00
0.65 mile	Finishing Roadbed and Slopes	1,000.00	650.00
1,100 lin.ft.	Rounding Cutbanks	0.20	220.00
110 lin.ft.	12-inch Concrete Pipe	2.00	220.00
300 lin.ft.	18-inch Concrete Pipe	3.50	1,050.00
420 lin.ft.	8-inch Sewer Pipe	1.50	630.00
590 lin.ft.	12-inch Sewer Pipe	2.00	1,180.00
5 only	Concrete Catch Basins	100.00	500.00
1 only	Type "B" Manhole	250.00	250.00
1 only	Adjustment of Manhole	75.00	75.00
180 cu.yd.	Concrete Curbs	60.00	10,800.00
830 lin.ft.	1¼" Electrical Conduit	1.00	830.00
19,000 cu.yd.	3" - 0 Material in Base	1.80	34,200.00
1,160 cu.yd.	3/4" - 0 Material in Base and Shoulders	3.00	3,480.00
420 M-gal.	Sprinkling	2.00	840.00
2,100 tons	Class "B" Asphaltic Concrete	10.00	21,000.00
400 Lin.ft.	Asphaltic Concrete Traffic Markers	1.00	400.00
		Subtotal	$162,720.00
		10% Engr. & Cont.	16,272.00
		Total	$178,992.00

Length of Roadway 0.648 mile
Cost of Roadway per mile $276,222.22

Type Code X721
Airport Road Undercrossing (Sta. 2469+62.15)(Contract No. 4241)

70	cu.yd.	Structural Excavation	$ 5.00	$ 350.00
10	cu.yd.	Excavation Below Elevation Shown	25.00	250.00
105	lin.ft.	Furnish Steel Piling, 10-inch	4.10	430.50
4	only	Drive Steel Piles	60.00	240.00
320	cu.yd.	Class "A" Concrete	58.00	18,560.00
85,000	lbs.	Metal Reinforcement	0.1075	9,137.50
30	lin.ft.	8-inch Metal Drain Pipe	3.50	105.00
180	sq.yd.	Concrete Slab Riprap	7.50	1,350.00
				$30,423.00

Type Code X721
Garden Valley Road Undercrossing (Sta. 2503+64.97)(Contract No. 4241)

250	cu.yd.	Structural Excavation	$ 5.00	$ 1,250.00
30	cu.yd.	Excavation Below Elevation Shown	20.00	600.00
330	lin.ft.	Furnish Steel Piling, 12-inch	4.70	1,551.00
14	only	Drive Steel Piles	50.00	700.00
670	cu.yd.	Class "A" Concrete	58.00	38,860.00
170,000	lbs.	Metal Reinforcement	0.1075	18,275.00
390	lin.ft.	Metal Rail	9.70	3,783.00
480	sq.yd.	Concrete Slab Riprap	7.50	3,600.00
				$68,619.00

Subtotal	$ 99,042.00
10% Engr. & Cont.	9,904.20
Total	$108,946.20

Length of Structures 0.000 mile

SUMMARY OF FEDERAL FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$299,689.50	$185,706.00	$113,983.50
3-Lane Roadway	65,956.00	40,870.00	25,086.00
4-Lane Roadway	178,992.00	110,914.00	68,078.00
Structures	108,946.20	67,510.00	41,436.20
	$653,583.70	$405,000.00	$248,583.70

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951; Chap. 20, laws 1953.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. BFI-70 (17)

WINCHESTER-SOUTH UMPQUA RIVER SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 8, 1953

Type Code 2010
2-Lane Roadway (Sta. 2308+91 to Sta. 2367+00)(Sta. 2397+00 to Sta. 2494+50)

All Required		Clearing and Grubbing (65%)		$ 9,750.00
560	cu. yds.	Structural Excavation, Unclassified	$ 3.00	1,680.00
110	cu. yds.	Trench Excavation, Unclassified	3.00	330.00
250,000	cu. yds.	General Excavation, Unclassified	0.53	132,500.00
758,000	yd. sta.	Short Overhaul	0.015	11,370.00
49,100	C-yd. sta.	Long Overhaul	0.50	24,550.00
2.95	miles	Finishing Roadbed & Slopes	800.00	2,360.00
5,500	lin. ft.	Rounding Cutbanks	0.20	1,100.00
70	lin. ft.	12-inch Corrugate Metal Pipe, Nested Type	3.00	210.00
290	lin. ft.	48-inch Corrugated Metal Pipe	18.00	5,220.00
260	lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	520.00
330	lin. ft.	8-inch Perforated Metal Drain Pipe	2.50	825.00
90	cu. yds.	3/8"-0 Backfill in Drains	5.00	450.00
570	lin. ft.	18-inch Concrete Pipe	3.50	1,995.00
490	lin. ft.	24-inch Concrete Pipe	5.00	2,450.00
180	lin. ft.	36-inch Concrete Pipe	10.00	1,800.00
70	lin. ft.	Salvaging Culvert Pipe	2.00	140.00
100	cu. yds.	Class "A" Concrete	60.00	6,000.00
14,500	lbs.	Metal Reinforcement	0.12	1,740.00
20	cu. yds.	Concrete Curbs	55.00	1,100.00
28,600	cu. yds.	3"-0 Material in Base	1.50	42,900.00
1,450	cu. yds.	3/4"-0 Material in Base & Shoulders	2.50	3,625.00
600	M-Gal.	Sprinkling	2.50	1,500.00
		Subtotal		$254,115.00
		10% Engr. & Cont.		25,411.50
		Total		$279,526.50

Length of Roadway	2.947 miles
Cost of Roadway per mile	$94,851.20

Type Code 2010
3-Lane Roadway (Sta. 2367+00 to Sta. 2397+00)

All Required		Clearing and Grubbing (15%)		$ 2,250.00
60	cu. yds.	Structural Excavation, Unclassified	$3.00	180.00

10	cu. yds.	Trench Excavation, Unclassified	3.00	30.00
70,000	cu. yds.	General Excavation, Unclassified	0.53	37,100.00
171,000	yd. sta.	Short Overhaul	0.015	2,565.00
1,400	C-yd. sta.	Long Overhaul	0.50	700.00
0.56	miles	Finishing Roadbed & Slopes	800.00	448.00
2,800	lin. ft.	Rounding Cutbanks	0.20	560.00
200	lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	400.00
40	cu. yds.	3/8"-0 Backfill in Drains	5.00	200.00
110	lin. ft.	18-inch Concrete Pipe	3.50	385.00
90	lin. ft.	24-inch Concrete Pipe	5.00	450.00
6,100	cu. yds.	3"-0 Material in Base	1.50	9,150.00
120	M-Gal.	Sprinkling	2.50	300.00
		Subtotal		$54,718.00
		10% Engr. & Cont.		5,471.80
		Total		$60,189.80

Length of Roadway 0.568 mile
Cost of Roadway per mile $105,967.95

Type Code 2010
4-Lane Roadway (Sta. 2494+50 to Sta. 2529+15.34)

All Required		Clearing and Grubbing (20%)		$ 3,000.00
660	sq. yds.	Removal of Pavement	$ 1.00	660.00
1	only	Removal of Manholes	75.00	75.00
310	cu. yds.	Structural Excavation, Unclassified	3.00	930.00
71,000	cu. yds.	General Excavation, Unclassified	0.53	37,630.00
609,000	yd. sta.	Short Overhaul	0.015	9,135.00
83,200	C-yd. sta.	Long Overhaul	0.50	41,600.00
0.65	mile	Finishing Roadbed & Slopes	800.00	520.00
1,100	lin. ft.	Rounding Cutbanks	0.20	220.00
110	lin. ft.	12-inch Concrete Pipe	2.25	247.50
300	lin. ft.	18-inch Concrete Pipe	3.50	1,050.00
420	lin. ft.	8-inch Sewer Pipe	1.75	735.00
590	lin. ft.	12-inch Sewer Pipe	2.50	1,475.00
5	only	Concrete Catch Basins	75.00	375.00
1	only	Type "B" Manhole	225.00	225.00
1	only	Adjustment of Manholes	100.00	100.00
180	cu. yds.	Concrete Curbs	55.00	9,900.00
830	lin. ft.	1¼" Electrical Conduit	1.75	1,452.50
19,000	cu. yds.	3"-0 Material in Base	1.50	28,500.00
1,160	cu. yds.	3/4"-0 Material in Base & Shoulders	2.50	2,900.00
420	M-Gal	Sprinkling	2.50	1,050.00
2,100	tons	Class "B" Asphaltic Concrete	10.00	21,000.00
400	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	400.00
		Subtotal		$163,180.00
		10% Engr. & Cont.		16,318.00
		Total		$179,498.00

Length of Roadway 0.648 miles
Cost of Roadway per mile $277,003.08

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$279,526.50	$172,815.00	$106,711.50
3-Lane Roadway	60,189.80	37,212.00	22,977.80
4-Lane Roadway	179,498.00	110,973.00	68,525.00
	$519,214.30	$321,000.00	$198,214.30

Oregon State Highway Department

Federal Aid Project
No. BFI-78 (17)

WINCHESTER-SOUTH UMPQUA RIVER SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 23, 1954

Type Code 2010
2 Lane Roadway (Sta. 2308+91 to Sta. 2367+00)(Sta. 2397+00 to Sta. 2494+50)
(Contract No. 4058)

All Required		Clearing and Grubbing (65%)	$	$ 13,000.00
560	cu. yd.	Structural Excavation, Unclassified	3.50	1,960.00
110	cu. yd.	Trench Excavation, Unclassified	2.50	275.00
250,000	cu. yd.	General Excavation, Unclassified	0.58	145,000.00
758,000	yd. sta.	Short Overhaul	0.01	7,580.00
49,100	C-yd. sta.	Long Overhaul	0.40	19,640.00
2.95	miles	Finishing Roadbed and Slopes	1,000.00	2,950.00
5,500	lin. ft.	Rounding Cutbanks	0.20	1,100.00
70	lin. ft.	12-inch Corrugated Metal Pipe, Nested Type	3.00	210.00
290	lin. ft.	48-inch Corrugated Metal Pipe	20.00	5,800.00
260	lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	520.00
330	lin. ft.	8-inch Perforated Metal Drain Pipe	3.00	990.00
90	cu. yd.	3/8"-0 Backfill in Drains	7.00	630.00
570	lin. ft.	18-inch Concrete Pipe	3.50	1,995.00
490	lin. ft.	24-inch Concrete Pipe	5.00	2,450.00
180	lin. ft.	36-inch Concrete Pipe	10.00	1,800.00
70	lin. ft.	Salvaging Culvert Pipe	2.00	140.00
100	cu. yd.	Class "A" Concrete	60.00	6,000.00
14,500	lbs.	Metal Reinforcement	0.15	2,175.00
20	cu. yd.	Concrete Curbs	60.00	1,200.00
28,600	cu. yd.	3"-0 Material in Base	1.80	51,480.00
1,450	cu. yd.	3/4"-0 Material in Base and Shoulders	3.00	4,350.00
600	M-gal.	Sprinkling	2.00	1,200.00
			Subtotal	$272,445.00
			10% Engr. & Cont.	27,244.50
			Total	$299,689.50

Length of Roadway 2.947 miles
Cost of Roadway per mile $101,693.07

Type Code 2010
3 Lane Roadway (Sta. 2367 to Sta. 2397+00)(Contract No. 4058)

All Required		Clearing and Grubbing (15%)	$	$ 3,000.00
60	cu. yd.	Structural Excavation, Unclassified	3.50	210.00
10	cu. yd.	Trench Excavation, Unclassified	2.50	25.00
70,000	cu. yd.	General Excavation, Unclassified	0.58	40,600.00
171,000	yd. sta.	Short Overhaul	0.01	1,710.00

1,400	C-yd. sta.	Long Overhaul	$ 0.40	$ 560.00
0.56	mile	Finishing Roadbed and Slopes	1,000.00	560.00
2,800	lin. ft.	Rounding Cutbanks	0.20	560.00
200	lin. ft.	6-inch Perforated Metal Drain Pipe	2.00	400.00
40	cu. yd.	3/8"-0 Backfill in Drains	7.00	280.00
110	lin. ft.	18-inch Concrete Pipe	3.50	385.00
90	lin. ft.	24-inch Concrete Pipe	5.00	450.00
6,100	cu. yd.	3"-0 Material in Base	1.80	10,980.00
120	M-gal.	Sprinkling	2.00	240.00
			Subtotal	$ 59,960.00
			10% Engr. & Cont.	5,996.00
			Total	$ 65,956.00

Length of Roadway 0.568 mile
Cost of Roadway per mile $116,119.71

Type Code 2010
4 Lane Roadway (Sta. 2494+50 to Sta. 2529 +15.34)(Contract No. 4058)

All Required		Clearing and Grubbing (20%)	$	$ 4,000.00
660	sq. yd.	Removal of Pavement	1.00	660.00
1	only	Removal of Manholes	100.00	100.00
310	cu. yd.	Structural Excavation, Unclassified	3.50	1,085.00
71,000	cu. yd.	General Excavation, Unclassified	0.58	41,180.00
609,000	yd. sta.	Short Overhaul	0.01	6,090.00
83,200	C-yd. sta.	Long Overhaul	0.40	33,280.00
0.65	miles	Finishing Roadbed and Slopes	1,000.00	650.00
1,100	lin. ft.	Rounding Cutbanks	0.20	220.00
110	lin. ft.	12-inch Concrete Pipe	2.00	220.00
300	lin. ft.	18-inch Concrete Pipe	3.50	1,050.00
420	lin. ft.	8-inch Sewer Pipe	1.50	630.00
590	lin. ft.	12-inch Sewer Pipe	2.00	1,180.00
5	only	Concrete Catch Basins	100.00	500.00
1	only	Type "B" Manhole	250.00	250.00
1	only	Adjustment of Manholes	75.00	75.00
180	cu. yd.	Concrete Curbs	60.00	10,800.00
830	lin. ft.	$1\frac{1}{4}$" Electrical Conduit	1.00	830.00
19,000	cu. yd.	3" - 0 Material in Base	1.80	34,200.00
1,160	cu. yd.	3/4" - 0 Material in Base and Shoulders	3.00	3,480.00
420	M-gal.	Sprinkling	2.00	840.00
2,100	tons	Class "B" Asphaltic Concrete	10.00	21,000.00
400	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	400.00
			Subtotal	$162,720.00
			10% Engr. & Cont.	16,272.00
			Total	$178,992.00

Length of Roadway 0.648 mile
Cost of Roadway per Mile $276,222.22

Type Code X721
Airport Road Undercrossing (Sta. 2469+62.15)

70	cu. yd.	Structural Excavation	$ 10.00	$ 700.00
10	cu. yd.	Excavation Below Elevation Shown	20.00	200.00
105	lin. ft.	Furnish Steel Piling, 10 inch	4.60	483.00
4	only	Drive Steel Piles	80.00	320.00
320	cu.yd.	Class "A" Concrete	62.00	19,840.00
85,000	lbs.	Metal Reinforcement	0.11	9,350.00
30	lin. ft.	8-inch Metal Drain Pipe	4.00	120.00
180	sq. yd.	Concrete Slab Riprap	8.00	1,440.00
				$ 32,453.00

Type Code X721
Garden Valley Road Undercrossing (Sta. 2503+64.97)

250	cu. yd.	Structural Excavation	$ 10.00	$ 2,500.00
30	cu. yd.	Excavation Below Elevation Shown	20.00	600.00
330	lin. ft.	Furnish Steel Piling, 12 inch	5.80	1,914.00
14	only	Drive Steel Piles	80.00	1,120.00
670	cu. yd.	Class "A" Concrete	62.00	41,540.00
170,000	lbs.	Metal Reinforcement	0.11	18,700.00
390	lin. ft.	Metal Rail	12.00	4,680.00
480	sq. yd.	Concrete Slab Riprap	8.00	3,840.00
				$ 74,894.00

Subtotal	$107,347.00
10% Engr. & Cont.	10,734.70
Total	$118,081.70

Length of Structures 0.000 mile

SUMMARY OF FEDERAL FUNDS

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$299,689.50	$185,407.00	$114,282.50
3 Lane Roadway	65,956.00	40,805.00	25,151.00
4 Lane Roadway	178,992.00	110,736.00	68,256.00
Structures	118,081.70	73,052.00	45,029.70
	$662,719.20	$410,000.00	$252,719.20

R. H. BALDOCK

ember 16, 1955

FINAL COST ANALYSIS

Winchester-S. Umpqua R. Unit
Pacific Highway

Grading & Rock Base
Babler Bros., Contractor
R. D. Asburry, Resident Engineer

Contract No. 4058
Prefix: 10-1087

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$20,000.00	$	$ 4,940.23	$ 20,000.00
Removal of Pavement	719.83	Sq.Yd.	1.00	1.08	774.44	719.83
Removal of Manholes	1	Each	100.00	11.46	11.46	100.00
Structural Excav., Unclass.	1,637.8	Cu.Yd.	3.50	2.27	3,711.93	5,732.30
Trench Excav., Unclass.	270.7	Cu.Yd.	2.50	1.77	478.07	676.75
General Excav., Unclass.	423,232.5	Cu.Yd.	0.58	0.51	215,755.30	245,474.85
Short Overhaul	1,718,725	Yd.Sta.	0.01	0.011	18,905.97	17,187.25
Long Overhaul	145,142.3	C-Yd.Sta.	0.40	0.455	66,039.75	58,056.92
Finish R/B & Slopes	4.29	Miles	1,000.00	1,245.19	5,341.88	4,290.00
Rounding Cutbanks	9,662	L.F.	0.20	0.23	2,229.36	1,932.40
48" Corr. Metal Pipe	288	L.F.	20.00	14.34	4,131.36	5,760.00
6" Perf. Metal Drain Pipe, Coated	457	L.F.	2.00	1.45	662.61	914.00
8" Perf. Metal Drain Pipe, Coated	260	L.F.	3.00	2.11	548.28	780.00
3/8"-0 Backfill in Drains	94	Cu.Yd.	7.00	5.89	553.65	658.00
12" Concrete Pipe	255	L.F.	2.00	2.11	537.91	510.00
18" Concrete Pipe	1,167	L.F.	3.50	3.05	3,563.13	4,084.50
24" Concrete Pipe	360	L.F.	5.00	5.81	2,092.31	1,800.00
36" Concrete Pipe	219	L.F.	10.00	6.82	1,494.55	2,190.00
9" Sewer Pipe	417	L.F.	1.50	1.29	536.74	625.50
12" Sewer Pipe	1,014	L.F.	2.00	1.05	1,068.60	2,028.00
Salvage Culvert Pipe	107	L.F.	2.00	0.43	45.50	214.00
*Concrete Catch Basins	8	Each	100.00	100.00	800.00	800.00
*Type "I" Manholes	3	Each	250.00	250.00	750.00	750.00
*Adjust Manholes	2	Each	75.00	75.00	150.00	150.00

Contract No. 4058

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Class "A" Concrete	107.61	Cu.Yd.	$ 60.00	$ 50.00	$ 5,380.50	$ 6,456.60
*Metal Reinforcement	17,196.9	LB.	0.15	0.15	2,579.54	2,579.54
*Concrete Curbs	225.51	Cu.Yd.	60.00	55.00	12,385.38	13,530.60
1¼" Electrical Conduit	804.6	L.F.	1.00	0.86	695.74	804.60
3"-0 Material in Base	52,937	Cu.Yd.	1.80	1.93	101,921.79	95,286.60
3/4"-0 Mtl. in Base & Shoulders	2,193	Cu.Yd.	3.00	2.97	6,502.90	6,579.00
Sprinkling	1,095.05	M-Gal.	2.00	4.39	4,806.54	2,190.10
**Class "B" Asphaltic Concrete	2,088.57	Ton	10.00	7.50	15,664.28	20,885.70
PA #1 Fencing R/W	167.67	Rod	6.75	4.23	708.67	1,131.77
PA #2 Construct Channel Change	2,545.9	C.Y.	0.58	0.52	1,314.78	1,476.62
PA #3 18" CMP, Nested Type	69	L.F.	4.65	7.88	544.00	320.85
PA #4 Purchase Excess 12" CMP, Nested Type	69	L.F.	1.99	2.05	141.43	137.31
PA #5 18" Sewer Pipe	936	L.F.	3.50	3.00	2,807.24	3,276.00
PA #6*Class "A" Concrete in Retaining Wall	15.48	C.Y.	70.00	70.00	1,083.60	1,083.60
PA #6*Metal Reinforcing in Retaining Wall	1,782.5	LB.	0.15	0.15	267.38	267.38
PA #7** RC-3 Asphalt in Binder	8.88	Ton	55.00	50.00	444.00	488.40
PA #7** 3/4"-0 Mtl. in Binder Course	70	C.Y.	4.00	4.00	280.00	280.00
PA #8** Cement Adjustment, Favor of Contractor	3.75	Bbl.	4.7124	4.7124	17.67	17.67
PA #9 Purchase Excess 6" CMP Perf. Pipe	40	L.F.	1.05	1.08	43.26	42.00
PA #9 Purchase Excess 6" CMP Bands	11	Each	1.05	1.08	11.90	11.55
PA #9 Purchase Excess 6" CMP WYE	1	Each	8.92	9.19	9.19	8.92
PA #9 Purchase Excess 8" CMP Band	1	Each	1.46	1.50	1.50	1.46
PA #9 Purchase Excess 832-12-12.5 Fencing	20	Rod	0.61	0.63	12.57	12.20

Contract No. 4059

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #9 Purchase Excess 936-12-12.5 Fencing	40	Rod	$ 0.75	$ 0.77	$ 30.90	$ 30.00
PA #9 Purchase Excess Barbed Wire	1	Roll	8.75	9.01	9.01	8.75
Force Account					20,993.83	23,068.61
			Total		$ 513,680.63	$ 555,410.13

Gross Revenue	$555,410.13
Total Cost	513,680.63
Net Profit	41,729.50

Net Profit equals 7.51% of Gross Revenue

* Subcontracted to Oscar Joelson

** Subcontracted to J. C. Compton Co.

DETAIL OF COST
Contract No. 4058

Labor					$ 142,125.84	
Labor Insurance					7,042.38	
Health & Welfare					3,203.62	
						$ 152,371.84
Purchased Permanent Materials:						
Crushed Gravel	55,409	C.Y.	at	$ 0.94	51,855.07	
6" Bell End Conc. Pipe	123'		"	0.35 per L.F.	43.21	
8" Conc. Sewer Pipe	417'		"	0.50 per L.F.	208.50	
12" Conc. Pipe	1,269'		"	0.72 per L.F.	913.68	
18" Conc. Pipe	2,103'		"	1.75 per L.F.	3,673.95	
24" Conc. Pipe	360'		"	2.50 per L.F.	948.99	
36" Conc. Pipe	219'		"	5.44 per L.F.	1,191.36	
6"Corr. Metal Pipe, Perf.	497'		"	1.05 per L.F.	521.85	
8" Corr. Metal Pipe, Perf.	260'		"	1.58 per L.F.	410.80	
48" Corr. Metal Pipe, Perf.	288'		"	11.60 per L.F.	3,340.80	
6" Bands	19		"	1.05 Each	19.95	
8" Bands	12		"	1.46 Each	17.52	
48" Bands	15		"	11.52 Each	172.80	
6" Corr. Metal WYE	1		"	8.92 Each	8.92	
1¼" Metal Conduit	804.6'		"	0.385 per L.F.	309.77	
Fence Materials				359.16		
Ready-Mix Concrete	5.75	C.Y.	"	16.65	95.94	
						64.412.43
Equipment Rental & Misc. Supplies:						
Owned Equipment					148,704.14	
Gas, Oil & Grease					28,202.41	
Hired Trucks (Fully Operated)					27,108.26	
Rented Equipment (Not Operated)					17,993.03	
Bond					3,332.46	
Pl & Pd Insurance					1,776.57	
Explosives					5,961.08	
Lumber					887.78	
Small Tools & Misc. Supplies					6,405.98	
Home Office & Gen. Ovhd.					16,662.30	
						257,034.01
Subcontracts:						
J. C. Compton Co.					16,448.28	
Oscar Joelson					23,414.07	
						39,862.35

TOTAL - $513,680.63

Remarks:

This was a "Federal Aid Project" for the grading and construction of the bottom course base of 4.29 miles of the relocated Pacific Highway about 3 miles north of Roseburg in Douglas County. Bids were received on September 25, 1953, and the project was awarded to Babler Bros., Inc., of Portland.

The contractor started moving in on October 5, 1953, and immediately started clearing. The clearing consisted of scrub oak and underbrush, and was quickly removed by a crew of two D-8 Dozers and 3 laborers. The grading crew followed immediately behind with three D-8's with Scrapers and three DW-21's pushed by two D-8 Dozers and an HD-20 Dozer. Grading proceeded rapidly until the job was shut down by wet weather on November 14, 1953.

During the winter, the contractor erected a shop building on the job and maintained a crew of 4 mechanics who made major overhaul repairs to the equipment. This crew also made emergency repairs to water courses and maintained local roads through the job.

The grading started again on April 19, 1954, using the same equipment as before, with the addition of 3 Tournapulls and a 2½ c.y. Shovel. Drilling of rock was done with a 600 CFM Compressor, a Wagon Drill and one or more Jackhammers. In order to haul the approximately 50,000 cu. yds. of material from north of the river at Winchester in his regular grading equipment, the contractor erected a temporary Bailey type bridge 72' long across the North Umpqua River. This structure was also used by the contractor for hauling the 3"-0 Crushed Material in Base from the plant site to the job. The major portion of the grading was finished during August, 1954.

The 3"-0 Crushed Material in Base was purchased from the E. C. Hall Co., who had a plant set up at Winchester to produce aggregate for the paving project under separate contract. The crushed material was hauled in hired trucks and spread by a #12 Blade.

The oiling and paving of the Garden Valley Road Detour was subcontracted to the J. C. Compton Co., who was working in the vicinity. All concrete work was subcontracted to Oscar Joelson.

All grading on the project was completed on September 10, and the 3"-0 Base was finished on September 24. The concrete subcontractor continued on curbs and a retaining wall until early November. The backfilling of the curbs was completed on November 2, 1954, the completion date of the job.

The contractor hit less rock than he had anticipated in the grading. He had good bid prices on the work, but had no other job to move to when this job was completed. The contractor used a large part of his profit in attempting to hold his crew together, and in doing so, showed only a relatively small profit on the job.

Oscar Cutler
Chief Cost Analyst

By - - Curtis H. Baker

OREGON STATE HIGHWAY DEPARTMENT

(date)
June 10, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4058	13-Final	Babler Bros., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11411	R-124483	$ 16,666.80	6/10/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1954

Time Extensions: None

Completion Date: Nov. 2, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-13-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Floyd Query

Warrant Mailed: Ruth Rawlings

NOTED ON CARD

RECEIVED
JUN 2 1955
FOR FILING

June 1, 1955

REGISTERED MAIL

General Casualty Company of America
Portland Service Office
209 SW Fourth Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4058 for grading and rock base construction on the Winchester-South Umpqua River Unit, Deady-Shady Section of the Pacific Highway in Douglas County was completed by the contractor, Babler Bros., Inc., on November 2, 1954, and was formally accepted by the Highway Commission on January 18, 1955.

Final payment in the amount of $16,666.80 will be released to the contractor on or after June 13, 1955. The total contract amount is $555,410.13, of which amount $23,068.61 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

Noted on card
DC

6

RECEIVED
APR 5 1955
FOR FILING

[illegible]
4-5-55

April 5, 1955

REGISTERED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. C. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Babler Bros., Inc. on contract No. 4058, covering grading and rock base on the Winchester-South Umpqua River Unit, Deady-Shady Section of the Pacific Highway in Douglas County.

This payment, in the amount of $9,175.19, will be released to the contractor on or after April 15, 1955. The retained percentage is $16,662.16.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

gl

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 2, 1955

Section Winchester - South Umpqua River

Kind of work Grading and Rock Base

Highway Pacific

Section prefix 10-1087

Contractor Babler Bros.

Contract number 4058

Date of contract November, 1953

Date of completion November 30, 1954

Date work started October 5, 1953

Estimated date of completion ...., 19....

Project authorization $565,588.13

Exclusive of Engineering $551,384.87

Per cent of time elapsed Completed %

Estimated cost of completed project, exclusive of engineering $551,384.87

Per cent of contract completed, based on total contract price 104.2 %

Engineering authorization $40,219.60

Engineering cost to date $27,549.57, 68 %

Date project was completed November 2, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final submitted to division office March 25, 1955.

NOTED
H. G. SMITH

NOTED
OSCAR CUTLER

NOTED
[illegible]

RECEIVED
APR 4 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed R. D. Asbury

Address Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.29	4.29			
Miles partially completed					
Miles completed	4.29	4.29			
Total estimated quantities	415,004	55,000			2,088.57
Estimated quantities moved or placed to date	415,004	55,000			2,008.57
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Overcast		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Overcast		
Friday	Showers		
Saturday			

RECEIVED
NOV 23 1954
FOR FILING

[illegible] 78(17)
11 5 [illegible]

November 23, 1954

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

It is the intention of the State Highway Commission to release to Babler Bros., Inc. a portion of the funds heretofore retained by the Commission on contract No. 4058, covering the Winchester-South Umpqua River Unit, Deady-Shady Section of the Pacific Highway in Douglas County.

This payment, in the amount of $27,748.00, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $16,378.40. The present payment will be released on or after December 3, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

RECEIVED
NOV 1 9 1954
FOR FILING

FI-78(17)

November 18, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 2, 1954 on Contract No. 4058, Winchester-South Umpqua River Unit, Deady-Shady Section, in Douglas County, in connection with Federal Aid Project No. FI-78 (17).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DBP:bb

RECEIVED
MAY 27 1954
FOR FILING

May 26, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work covering slide removal, reshaping and backfilling cut slopes eroded by winter rains on the Winchester-South Umpqua River Unit, Deady-Shady Section of the Pacific Highway in Douglas County, Contract No. 4058, in connection with Federal Aid Project No. HFI-78 (17).

This work is necessary to repair damage caused by winter rains, and correct conditions to prevent further slides.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:gs

Encl.

7-52-4M

RECEIVED FOR FILING

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

4058

S-2860-D

file

IN REPLY PLEASE REFER TO

220-113

May 11, 1954

Babler Bros. Construction Company
4617 S. E. Milwaukie Avenue,
Portland 2, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Gentlemen:

We have been called upon by your Superintendent at Winchester to furnish flagmen to protect track while you were blasting in connection with grading work you are doing for Oregon State Highway Department at that point.

We are passing labor charges to our Auditor for presentation of bill.

In this connection, would appreciate your advising our Section Foreman at Green of your blasting far enough in advance so he can arrange his work accordingly.

NOTED
H. G. SMITH

Yours truly,
Original
(Signed) L. P. HOPKIN

RECEIVED
MAY 14 1954
OFFICE OF
CONSTRUCTION ENGINEER

cy-Mr. Tom Edwards
Oregon State Highway Dept.
Roseburg, Oregon

cy- Mr. R H Baldock
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

RECEIVED
1954

bc-Mr. R H Baldock

Would appreciate your protecting us before final bill is paid your contractor.

NOTED
FORREST COOPER

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1954

SUBJECT:

To:
Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Babler Brothers and E. C. Hall Company covering the production only of Items 30 and 31, on the Winchester-South Umpqua River Contract No. 4058, Oregon BFI-78(17), is approved and you may so inform the interested parties.

Five copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ef

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
APR 26 1954

RECEIVED
NOV 30 1953
FOR FILING

FI 18(1)

H 31

November 27, 1953

Babler Bros. Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4058 which was awarded to you on November 6, 1953 by the State Highway Commission, covering the Winchester-South Umpqua River Unit, Deady-Shady Section of the Pacific Highway in Douglas County. This copy is for your files.

A copy of this contract is also being sent to the surety on your performance bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
NOV 16 1953
FOR FILING

BFI-78(17)

[illegible]

November 12, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 5, 1953 on Contract No. 4058, Winchester-South Umpqua River Unit, Dead-Shady Section in Douglas County, in connection with Federal Aid Project No. BFI-78 (17).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Acting State Highway Engineer

IBP:bp

RECEIVED
DEC 30 1953
FOR FILING

AGENDA
DEC 10 1953

November 6, 1953

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on September 25 accepted your proposal for the Winchester-South Umpqua River Unit, Ready-Sandy Section of the Pacific Highway north from Roseburg in Douglas County for the sum of $498,345.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way was acquired and approval was received from the Bureau of Public Roads. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4058.

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. W. M. Fransen
Mr. R. G. Smith
Mr. S. M. Probert
Mrs. Goldie Lewis

E. R.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 6, 1953
2:45 p.m.

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Winchester-South Umpqua River Unit, Ready-Shady Section of Pacific Highway north from Roseburg in Douglas County for which you submitted low bid on September 25. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting Division (5001-900)
Files
C. W. Head

CGPolk
C. G. POLK
District Engineer

RECEIVED
FOR FILING
BFI-[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 6, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired, we hereby concur as of this date in award of Contract No. 4058 for Oregon Project BFI-78(17), Winchester-South Umpqua River Section of the Pacific Highway in Douglas County, to Bahler Bros., Inc., Portland, Oregon, low bidder in the amount of $498,345 submitted at the September 25, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
FOR FILING

BFI-7
1056

November 6, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

4519

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and rock base construction work on the Winchester-South Umpqua River Section of the Pacific Highway in Douglas County, Project BFI-78 (17), to Babler Bros., Inc. of Portland, Oregon, on the basis of the bid of $498,345 submitted on September 25, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

RECEIVED
FOR FILING

[illegible]
[illegible]
[illegible]
4519

file

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
October 6, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with Douglas County covering certain closures and points of access in connection with the Winchester-S.Umpqua River Unit of the Pacific Highway in Douglas County.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Douglas County.

Yours very truly,

Assistant Secretary

FH
Attach: 1

RECEIVED
OC 1953
FOR FILING

October 6, 1953

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Douglas County a fully executed copy of a Throughway Agreement between the State Highway Commission and Douglas County covering certain closures and points of access in connection with the Winchester-S. Umpqua River Unit of the Pacific Highway in Douglas County.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

rn
Enc. 1

RECEIVED
SEP 1953
FOR FILING

September 28, 1953

Babler Brothers, Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on September 25, 1953 accepted your bid in the amount of $498,345.00 for 4.29 miles of grading and base on the Winchester-South Umpqua River Unit, Deady-Shade Section of the Pacific Highway, north of Roseburg, in Douglas County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]
[illegible]
[illegible]

September 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. & E. documents for Oregon Project BFI-78(17), Winchester-South Umpqua River Section of the Pacific Highway.

This is your authority to advertise for bids.

Concurrence in award of contract will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Folk
C. G. FOLK
District Engineer

N. C. WILLIAMS

RECEIVED
SEP 15 1953
OREGON
STATE HIGHWAY COMMISSION

1-78(13) [illegible] Unit, 1953
[illegible] Co. [illegible] Inc.
[illegible] Wm. B. [illegible]

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 19, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4059	13 Post Final	Parker-Schram Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21412	H192023	$6,883.64	September 19, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1954

Time Extensions: None

Completion Date: Nov. 4, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: Sept. 20, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

SEP 20 1957

NOTED ON CARD

Om

RECEIVED
SEP 4 - 1957
FOR FILING

September 4, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco, California

Gentlemen:

State highway contract No. 4059 for work performed on the Fairgrounds-Shady Unit, Deady-Shady Section of the Pacific Highway in Douglas County was completed by the contractor, Parker-Schram Company, on November 4, 1954 and was formally accepted by the Highway Commission on January 18, 1955.

Post-final payment in the amount of $6,883.64 will be released to the contractor on or after September 14, 1957. The total contract amount is $474,553.89, of which amount $3,355.74 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Glens Falls Insurance Co.
Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
9-4-57

RECEIVED
AUG 23 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 21, 1957

(CONTRACT NO.) KFI-78(12)	(EST. NO.)	(CONTRACTOR)
4059	12-Final	Parker-Schram Company

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19141	H189526	$14,030.11	August 21, 1957

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1954

Time Extensions: None

Completion Date: Nov. 4, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 22, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: AUG 23 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
OCT 19 1955
FOR FILING

R.H. Baldock

October 11, 1955

Fairgrounds - Shady Unit
~~Contract #4059~~

FINAL COST ANALYSIS

Grading
Parker-Schram, Contractor
Clay M. Cornett, Resident Engineer

Pacific Highway
Prefix 10-1088

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$22,500.00	$	$ 8,260.06	$22,500.00
Removal of Pavement	3896.4	Sq. Yd.	0.50	0.84	3,257.05	1,948.20
Struc. Excav. Unclass.	890.91	Cu. Yd.	3.60	2.17	1,931.81	3,207.28
Trench Excav. Unclass.	175.51	Cu. Yd.	2.50	1.17	205.34	438.78
General Excav. Unclass.	541,225.2	Cu. Yd.	0.57	0.49	263,877.52	308,498.36
Short Overhaul	1,996,477	Yd. Sta.	0.01	0.0086	17,077.69	19,964.77
Long Overhaul	48,563.9	C-Yd. Sta.	0.50	0.43	20,770.82	24,281.95
Finish R/B & Slopes	3.14	Mile	750.00	2,458.67	7,720.22	2,355.00
Rounding Cutbanks	7,215	Lin. Ft.	0.15	0.17	1,251.34	1,082.25
60" Corr. Metal Pipe, Prot. Invert	150	Lin. Ft.	34.50	28.04	4,206.30	5,175.00
72" Corr. Metal Pipe, Prot. Invert	177	Lin. Ft.	41.00	30.61	5,418.22	7,257.00
84" Corr. Metal Pipe, Uncoated	84	Lin. Ft.	52.50	37.82	3,176.65	4,410.00
90" Struc. Plate Pipe	219	Lin. Ft.	60.00	37.94	8,309.01	13,140.00
6" Metal Drain Pipe, Coated	124	Lin. Ft.	1.60	1.58	196.08	198.40
6" Perf. Metal Drain Pipe, Coated	80	Lin. Ft.	1.65	1.87	149.91	132.00
3/8-0 Backfill in Drains	14	Cu. Yd.	5.00	2.78	38.93	70.00
12" Concrete Pipe	837	Lin. Ft.	2.10	1.58	1,322.99	1,757.70
18" Concrete Pipe	1,278	Lin. Ft.	3.95	3.19	4,078.40	5,048.10
24" Concrete Pipe	72	Lin. Ft.	5.50	4.05	291.61	396.00
30" Concrete Pipe	420	Lin. Ft.	7.00	7.05	2,961.68	2,940.00
36" Concrete Pipe	192	Lin. Ft.	10.00	10.56	2,028.21	1,920.00
Concrete Catch Basins	7	Each	75.00	130.29	912.04	525.00

RECEIVED
OCT 19 1955
FOR FILING

R H Baldock

October 11, 1955

Fairgrounds - Shady Unit
Contract #4059

FINAL COST ANALYSIS

Pacific Highway
Prefix 10-1088

Grading
Parker-Schram, Contractor
Clay M. Cornett, Resident Engineer

State Highway Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$22,500.00	$	$ 8,260.06	$22,500.00
Removal of Pavement	3896.4	Sq. Yd.	0.50	0.84	3,257.05	1,948.20
Struc. Excav. Unclass.	890.91	Cu. Yd.	3.60	2.17	1,931.81	3,207.28
Trench Excav. Unclass.	175.51	Cu. Yd.	2.50	1.17	205.34	438.78
General Excav. Unclass.	541,225.2	Cu. Yd.	0.57	0.49	263,877.52	308,498.36
Short Overhaul	1,996,477	Yd. Sta.	0.01	0.0086	17,077.69	19,964.77
Long Overhaul	48,563.9	C-Yd. Sta.	0.50	0.43	20,770.82	24,281.95
Finish R/W & Slopes	3.14	Mile	750.00	2,458.67	7,720.22	2,355.00
Rounding Cutbanks	7,215	Lin. Ft.	0.15	0.17	1,251.34	1,082.25
60" Corr. Metal Pipe, Prot. Invert	150	Lin. Ft.	34.50	28.04	4,206.30	5,175.00
72" Corr. Metal Pipe, Prot. Invert	177	Lin. Ft.	41.00	30.61	5,418.22	7,257.00
84" Corr. Metal Pipe, Uncoated	84	Lin. Ft.	52.50	37.82	3,176.65	4,410.00
90" Struc. Plate Pipe	219	Lin. Ft.	60.00	37.94	8,309.01	13,140.00
6" Metal Drain Pipe, Coated	124	Lin. Ft.	1.60	1.58	196.08	198.40
6" Perf. Metal Drain Pipe, Coated	80	Lin. Ft.	1.65	1.87	149.91	132.00
3/8-0 Backfill in Drains	14	Cu. Yd.	5.00	2.78	38.93	70.00
12" Concrete Pipe	837	Lin. Ft.	2.10	1.58	1,322.99	1,757.70
18" Concrete Pipe	1,278	Lin. Ft.	3.95	3.19	4,076.40	5,048.10
24" Concrete Pipe	72	Lin. Ft.	5.50	4.05	291.61	396.00
30" Concrete Pipe	420	Lin. Ft.	7.00	7.05	2,961.68	2,940.00
36" Concrete Pipe	192	Lin. Ft.	10.00	10.56	2,028.21	1,920.00
Concrete Catch Basins	7	Each	75.00	130.29	912.04	525.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Class "A" Concrete	179.08	Cu. Yd.	58.00	46.38	$ 8,306.10	$ 10,386.64
Metal Reinforcement	36,349.25	Lb.	0.14	0.11	4,016.28	5,088.90
Class "B" Asphaltic Concrete	762.69	Ton	9.00	8.98	6,845.90	6,864.21
PA #1 Sprinkling	734.5	M/Gal.	2.75	1.10	809.14	2,019.88
PA #2 3/4"-0 Mtl. in Base & Shoulders	650	Cu. Yd.	4.00	4.16	2,701.92	2,600.00
PA#3 Cement Adjustment, Favor of Contractor	2.25	Bbl	4.7468		- - -	10.68
PA #4 Bar Run Gravel in Base & Shoulders	1993	Cu. Yd.	1.50	1.49	2,967.66	2,989.50
PA #4 Furn. & Place SS-1 Emuls. Asph.	4.24	Ton	52.50	54.19	229.76	222.60
PA #5 Drill & Blast Rock	19,824.2	Cu. Yd.	0.32	0.51	10,043.47	6,343.74
PA #6 Purchase Excess 6" Perf. Metal Drain Pipe	100%	All	542.57	- - -	519.85	542.57
Force Account					3,272.52	3,355.74
					$397,193.48	$467,670.25

Gross Revenue	$467,670.25
Total Cost	$397,193.48
Net Profit	$ 70,476.77

Net Profit equals 15.07% of Gross Revenue

Parker-Schram, Contractor
Contract #4059

Detail of Cost

Labor		$ 129,299.76	
Labor Insurance		11,495.87	
Health & Welfare Contributions		2,763.55	
			$ 143,559.18
Purchased Materials			
SS-1 Emulsified Asphalt	424 Tons at $41.40	175.54	
12" Concrete Pipe	837 Ft. " 0.70	585.90	
18" Concrete Pipe	1,298 Ft. " 1.90	2,466.20	
24" Concrete Pipe	72 Ft. " 2.75	198.00	
30" Concrete Pipe	420 Ft. " 4.11	1,726.20	
36" Concrete Pipe, Ext. Str.	192 Ft. " 6.09	1,169.28	
60" Corr. Metal Pipe	150 Ft. " 21.38*	2,966.48	
60" Bands	8 " 37.00*	171.12	
72" Corr. Metal Pipe	177 Ft. " 25.38*	4,155.34	
72" Bands	9 " 44.00*	366.30	
84" Corr. Metal Pipe	84 Ft. " 31.78*	2,469.31	
84" Bands	3 " 59.00*	163.72	
6" Corr. Metal Pipe	124 Ft. " 1.00*	114.70	
6" Perf. Corr. Metal Pipe	80 Ft. " 1.07*	79.18	
6" Bands	10 " 1.00*	9.25	
Aggregates		1,221.50	
Readymix Concrete		328.94	
Metal Reinforcement		2,794.19	
Asphaltic Concrete		6,402.78	
Fence Materials		501.90	
			34,842.75
*Minus 7½% Discount for Cash Payment			
Owned Equipment		129,845.61	
Gas, Oil & Grease		19,022.97	
Rented Equipment		666.45	
Hired Trucks		1,454.25	
Explosives		19,835.55	
Drill Steel & Bits		3,895.12	
Small Tools & Misc. Supplies		6,236.15	
Bond		3,507.53	
PL & PD Insurance		1,616.25	
Home Office & General Overhead		23,383.51	
			209,463.39
TOTAL			$ 397,193.48

Parker-Schram, Contractor
Contract #4059

Detail of Cost

Labor			$ 129,299.76	
Labor Insurance			11,495.87	
Health & Welfare Contributions			2,763.55	
				$ 143,559.18
Purchased Materials				
SS-1 Emulsified Asphalt	4.24 Tons	at $41.40	175.54	
12" Concrete Pipe	837 Ft.	" 0.70	585.90	
18" Concrete Pipe	1,298 Ft.	" 1.90	2,466.20	
24" Concrete Pipe	72 Ft.	" 2.75	198.00	
30" Concrete Pipe	420 Ft.	" 4.11	1,726.20	
36" Concrete Pipe, Ext. Str.	192 Ft.	" 6.09	1,169.28	
60" Corr. Metal Pipe	150 Ft.	" 21.38*	2,966.48	
60" Bands	8	" 37.00*	171.12	
72" Corr. Metal Pipe	177 Ft.	" 25.38*	4,155.34	
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84" Corr. Metal Pipe	84 Ft.	" 31.78*	2,469.31	
84" Bands	3	" 59.00*	163.72	
6" Corr. Metal Pipe	124 Ft.	" 1.00*	114.70	
6" Perf. Corr. Metal Pipe	80 Ft.	" 1.07*	79.18	
6" Bands	10	" 1.00*	9.25	
Aggregates			1,221.50	
Readymix Concrete			228.94	
Metal Reinforcement			2,794.19	
Asphaltic Concrete			6,402.78	
Fence Materials			501.90	
				34,842.75

*Minus 7½% Discount for Cash Payment

Owned Equipment	129,845.61	
Gas, Oil & Grease	19,022.97	
Rented Equipment	666.45	
Hired Trucks	1,454.25	
Explosives	19,835.55	
Drill Steel & Bits	3,895.12	
Small Tools & Misc. Supplies	6,236.15	
Bond	3,507.53	
PL & PD Insurance	1,616.25	
Home Office & General Overhead	23,383.51	
		209,463.39
TOTAL		$ 397,193.48

Remarks:

This was a "Federal-Aid Project" for the grading of 3.26 miles of the relocated Pacific Highway about 2 miles south of Roseburg in Douglas County. Bids were received on September 25, 1953, and the project was awarded to Parker-Schram of Portland.

The contractor started clearing on January 13, 1954, with a D8 Dozer, a Northwest 3/4 yard dragline with tongs, and 6 laborers. The clearing consisted of scrub oak on the hillside and a heavy growth of oak and maple along the river. A good bid on this item allowed the contractor a good profit.

The grading was started with 2 scrapers pulled by HD20 tractors, with D8 dozers pushing and spreading. After the cuts were opened and haul roads built, the contractor used 4 DW20 scraper units to move the common excavation. Rock was encountered in the canyon along the river without scalping, and this was drilled with 3 wagon drills and 1 or more jackhammers powered by a 600, a 315, and a 105 compressor. This rock broke large and required considerable reshooting. The same equipment was used to drill the rock uncovered in other sections of the job. The shot rock was loaded by an 80-D Northwest shovel into 2 - 15 yard and 2 - 12 yard euclid rear dump trucks, and spread by a D8 dozer. Good management and the right equipment for the job allowed the contractor a good profit on the excavation.

The pipe on the project was laid by a crew of 4 men with a 3/4 yard northwest dragline. The box culverts were subcontracted to Ferrens', a building contractor from Roseburg, but the catch basins were built by laborers from the pipe crew.

An excess of material was encountered at Station 2665, and it was decided to drill and blast this material and leave it for the paving contractor (paving under separate contract) to use as crusher material. Due to the heavy blasting necessary, a loss to the grading contractor was made on this price agreement.

The contractor finished the project on November 4, 1954. Due to good management and the proper types of equipment used on the job, the contractor realized a very good profit.

Oscar Cutler
Chief Cost Analyst

By . . . Curtis L. Baker

RECEIVED
AUG 19 1955
FOR FILING

[illegible] I-77 (17)

4059

5746

file

Salem, Oregon
August 17, 1955

MISC. CONTRACTS and
AGREEMENTS No. 1486

Mr. John W. Cattrall
City & County Relations
Office

Dear Mr. Cattrall:

Attached is a conformed copy of a supplemental throughway agreement with Douglas County correcting a county road name on the Fairgrounds-Shady Unit of the Deady-Shady Section of the Pacific Highway in Douglas County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Douglas County.

Very truly yours

Secretary

XH
Attach: 1

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1955

SUBJECT: Assignment #5940

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

L

Attached are three copies of a supplemental throughway agreement correcting a county road name on the Fairgrounds-Shady Unit of the Deady-Shady Section of the Pacific Highway in Douglas County. Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission.

This completes Assignment #5940.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

ASSIGNMENT

Date: **July 18, 1955** No. 5 By

Description: **Letter of July 14 attaching 8 copies of agreement between State and Douglas County amending throughway agreement entered into October 2, 1953.**

Acknowledged by____ Referred to **Cattrall** ✓

- __ Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks: **For execution by County, if ok.**

WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 8-10-55 Report Received________

IGHWAY DEPARTMENT

ENT CORRESPONDENCE

PLEASE RETURN TO
W. C. WILLIAMS

m, Oregon
14, 1955

UBJECT: Amendment of agreement
Fairgrounds-Shady Unit
Deady-Shady Section
Pacific Highway
SHC - Douglas Co.
Misc. cont. & Agreement #1486

will find the original and seven
ement to be entered into by and
y, amending the throughway agree-
ies on October 2, 1953. The reason
name of an intersecting road which
d highway. County and City relations
gested that this proposed agreement
btain its execution by the county.

You will note that the original has a map attached thereto. It is necessary that you attach additional maps as exhibits to all other copies of the agreement used and mark the same Exhibit "B".

Yours very truly,

C. W. ENFIELD
Chief Counsel

By: G E Rohde
G. E. ROHDE
Assistant Attorney

GER:br
Encls.

FORM E-30 25M 9-51 92315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

PLEASE RETURN TO
W. C. WILLIAMS

Salem, Oregon
July 14, 1955

SUBJECT: Amendment of agreement
Fairgrounds-Shady Unit
Deady-Shady Section
Pacific Highway
SHC - Douglas Co.
Misc. cont. & Agreement #1486

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Mr. Williams:

Enclosed herewith you will find the original and seven copies of the proposed form of agreement to be entered into by and between the State and Douglas County, amending the throughway agreement entered into by the above parties on October 2, 1953. The reason for the amendment is to correct the name of an intersecting road which is being carried under the relocated highway. County and City relations is aware of the error and it is suggested that this proposed agreement be referred to that department to obtain its execution by the county.

You will note that the original has a map attached thereto. It is necessary that you attach additional maps as exhibits to all other copies of the agreement used and mark the same Exhibit "B".

Yours very truly,

C. W. ENFIELD
Chief Counsel

By: GE Rohde
G. E. ROHDE
Assistant Attorney

GER:br
Encls.

RECEIVED
AUG 18 1955
FOR FILING

BFI - [illegible]

4051

August 17, 1955

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Douglas County a fully executed copy of a supplemental throughway agreement between the State Highway Commission and Douglas County correcting a county road name on the Fairgrounds-Shady Unit of the Deady-Shady Section of the Pacific Highway in Douglas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
JUN 30 1955
FOR FILING

F I - 7 [illegible]

4 [illegible] 1

June 29, 1955

Douglas County Court
Courthouse
Roseburg, Oregon

Attention: Mr. E. R. Metzger
County Commissioner

Gentlemen:

Pursuant to your request of June 21 I enclose a photocopy of agreement between Douglas County and the State Highway Commission relative to construction of the Fairgrounds-Shady Unit of the Deady-Shady Section of the Pacific Highway as a throughway together with a photocopy of a supplemental agreement covering the same subject. An extra copy of the maps contained in each of the agreements is enclosed as per your request.

I am glad to accommodate you.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encls.

E. R. METZGER, County Commissioner
CARL C. HILL, County Judge
FRANK ASHLEY, County Commissioner

CHARLES DOERNER, Clerk and Recorder
MORRIS C. BOWKER, Assessor
OLIVER L. JOHNSON, Treasurer
BEN B. IRVING, Surveyor
F. C. FREAR, Engineer

ROBERT M. STULTS, District Attorney
KENNETH BARNEBURG, School Supt
C. H. BAIRD, SR. Sheriff
AGNES M. PITCHFORD, Prob. Officer
E. J. WAINSCOTT, Health Officer
L. L. POWERS, Coroner

DOUGLAS COUNTY
ROSEBURG, OREGON

June 21, 1955

Oregon State Highway Department
Salem, Oregon.

Gentlemen:

Reference is made to an agreement dated October 2, 1953, between the State Highway Commission and Douglas County, in connection with the construction of the Fair-grounds-Shady Unit of the Deady-Shady Section of the Pacific Highway as a throughway.

We are unable to find our copy of this agreement and are writing to ask you to send us a duplicate. If possible we would like two sets of the maps attached.

Very truly yours,

DOUGLAS COUNTY COURT

By E R Metzger
County Commissioner

V

ANSWERED
H. B. GLAISYER

RECEIVED
JUN 22 1955
OREGON
STATE HIGHWAY COMMISSION

7

RECEIVED
APR 28 1955
FOR FILING

[illegible]
4059

April 28, 1955

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4059 for work performed on the Fairgrounds-Shady Unit, [illegible]-Shady Section of the Pacific Highway in Douglas County was completed by the contractor, Parker-Schram Co., on November 4, 1954 and was formally accepted by the Highway Commission on January 18, 1955.

Final payment in the amount of $14,030.11 will be released to the contractor on or after May 9, 1955. The total contract amount is $467,670.25, of which amount $3,355.74 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

FEB 17 1955

February 16, 1955

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Parker-Schram Co. on contract No. 4059, covering the Fairgrounds-Shady Unit, Ready-Shady Section of the Pacific Highway in Douglas County. This payment, in the amount of $3,297.87, will be released to the contractor on or after February 26, 1955. The retained percentage is $14,030.11.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

FEB 17 1955

9

February 16, 1955

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Parker-Schram Co. on contract No. 4059, covering the Fairgrounds-Shady Unit, Deady-Shady Section ~~of the~~ Pacific Highway in Douglas County. This payment, in the amount of $3,297.87, will be released to the contractor on or after February 26, 1955. The retained percentage is $14,030.11.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Bond Issue Project No. BFI-76(18)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of February, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 1953, a program, which was approved on the 1st day of September, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 10th day of September, 1953; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of four hundred forty-seven thousand and 00/100 dollars ($447,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Proceeds of bonds as follows:

(Include date and citation of act of legislature by which authorized)

~~(b) From other sources~~

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 2622+00 in the NW 1/4, Section 25, T. 27 S., R. 6 W., W.M., and survey station 2806+55 in the SE 1/4, Section 11, T. 28 S., R. 6 W., W.M., except stations 2734+34 to 2743+80.5, length 3.316 miles, in Douglas County, being Oregon Federal Aid project No. FI-78(18), consisting of 3.237 miles of roadway and three bridges, each of more than 20 feet clear span, 0.079 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Proceeds of bonds as follows:**

(Include date and citation of act of legislature by which authorized)

~~From other sources~~

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(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 2622+00 in the NW 1/4, Section 25, T. 27 S., R. 6 W., W.M., and survey station 2806+55 in the SE 1/4, Section 11, T. 28 S., R. 6 W., W.M., except stations 2734+34 to 2743+80.5,

, length 3.316 miles, in Douglas County, being Oregon Federal Aid project No. BFI-78(18), consisting of 3.237 miles of roadway and three bridges, each of more than 20 feet clear span, 0.079 of a mile in length.

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(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of four hundred forty-seven thousand and 00/100 dollars ($447,000.00), which does not exceed the authorized Federal pro rata share of seven hundred thirty-five thousand, four hundred two and 25/100 dollars ($735,402.25), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **four hundred forty-seven thousand and 00/100** dollars ($447,000.00), which does not exceed the authorized Federal pro rata share of **seven hundred thirty-five thousand, four hundred two and 25/100** dollars ($735,402.25), the approved total estimated cost of said project.

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MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

ORECON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By M R McIver
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

Oregon State Highway Department

Federal Aid Project
No. FI-78 (16)

FAIRGROUNDS-[illegible] SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 3, 1953

Type Code 0010
2-Lane Roadway (Sta. 2625+00 to Sta. 2672+50) (Sta. 2685+00 to Sta. 2761+70.5)

All Required		Clearing and Grubbing (65%)		13,000.00
3,740	sq. yds.	Removal of Pavement	$ 1.00	3,740.00
500	cu. yds.	Structural Excavation, Unclassified	3.50	1,750.00
100	cu. yds.	Trench Excavation, Unclassified	3.00	300.00
462,200	cu. yds.	General Excavation, Unclassified	0.60	277,320.00
1,147,000	yd. sta.	Short Overhaul	0.015	17,205.00
17,400	C-yd. sta.	Long Overhaul	0.40	6,960.00
2.15	miles	Finishing Roadbed and Slopes	1,000.00	2,150.00
12,600	lin. ft.	Rounding Cutbanks	0.15	1,890.00
50	lin. ft.	24-inch Half-Circle Corrugated Metal Pipe	5.00	250.00
170	lin. ft.	60-inch Corrugated Metal Pipe, Protected Invert	26.00	4,420.00
100	lin. ft.	84-inch Corrugated Metal Pipe	45.00	4,500.00
140	lin. ft.	6-inch Metal Drain Pipe	2.00	280.00
650	lin. ft.	6-inch Perforated Metal Drain Pipe	2.15	1,397.50
110	cu. yds.	3/8" - 0 Backfill in Drains	5.00	550.00
30	lin. ft.	12-inch Concrete Pipe	2.00	60.00
590	lin. ft.	18-inch Concrete Pipe	3.50	2,065.00
130	lin. ft.	24-inch Concrete Pipe	4.75	617.50
250	lin. ft.	36-inch Concrete Pipe, Extra Strength	11.00	2,750.00
1	only	Concrete Catch Basin	80.00	80.00
120	cu. yds.	Class "A" Concrete	60.00	7,200.00
21,700	lbs.	Metal Reinforcement	0.12	2,604.00
			Subtotal	$351,089.00
			10% Engr. & Cont.	35,108.90
			Total	$386,197.90

Length of Roadway	2.151 miles
Length of 1 Structure	0.030 mile
Length of 1 Structure	0.171 mile (Exception)
Total Length	2.352 miles
Cost of Roadway per Mile	$179,543.42

Type Code 0010
4-Lane Roadway (Sta. 2622+00 to Sta. 2625+00) (Sta. 2672+50 to Sta. 2685+00)
(Sta. 2761+70.5 to Sta. 2806+55)

All Required		Clearing and Grubbing (35%)		$ 7,000.00
350	cu. yds.	Structural Excavation, Unclassified	$ 3.50	1,225.00
80	cu. yds.	Trench Excavation, Unclassified	3.00	240.00
126,400	cu. yds.	General Excavation, Unclassified	0.60	75,840.00
1,027,000	yd. sta.	Short Overhaul	0.015	15,405.00
28,100	C-yd. sta.	Long Overhaul	0.40	11,240.00
1.11	miles	Finishing Roadbed and Slopes	1,000.00	1,110.00
2,300	lin. ft.	Rounding Cutbanks	0.15	345.00
200	lin. ft.	72-inch Corrugated Metal Pipe, Protected Invert	37.00	7,400.00
220	lin. ft.	90-inch Structural Plate Pipe	60.00	13,200.00
170	lin. ft.	6-inch Perforated Metal Drain Pipe	2.15	365.50
20	cu. yds.	3/8" - 0 Backfill in Drains	5.00	100.00
610	lin. ft.	18-inch Concrete Pipe	3.50	2,135.00
430	lin. ft.	30-inch Concrete Pipe	6.50	2,795.00
60	cu. yds.	Class "A" Concrete	60.00	3,600.00
8,600	lbs.	Metal Reinforcement	0.12	1,032.00
680	tons	Class "B" Concrete Asphaltic Concrete	10.00	6,800.00
			Subtotal	$149,832.50
			10% Engr. & Cont.	14,983.25
			Total	$164,815.75

Length of Roadway	1.109 miles
Length of 3 Structures	0.034 mile
Total Length	1.143 miles
Cost of Roadway per Mile	$148,616.54

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$386,197.90	$231,292.00	$154,905.90
4-Lane Roadway	164,815.75	98,708.00	66,107.75
	$551,013.65	$330,000.00	$221,013.65

FAIRGROUNDS ROAD-SHADY SECTION

PROJECT NO. BPI-78 (12)

Comparison in Unit Costs Between 90" Structural Plate Pipe and Equivalent Concrete Box Culvert

1. 90" Structural Plate Pipe

Estimated Cost———— $60.00 per lin. ft.

2. Equivalent Concrete Box Culvert, Size 6' x 7'

Class "A" Concrete per lin. ft.	.734 c.y.	at $60.00	$44.04
Metal Reinf. " " "	155.31 lbs.	at 0.12	18.64

Estimated Cost———— $62.68 per lin. ft.

(I)

[illegible] Road Study Section
Project No. [illegible]-78(12)

Comparison in Unit Costs between 90" Structural Plate Pipe and Equivalent Concrete Box Culvert

1. 90" Structural Plate Pipe
Estimated Cost 60.00 per lin. ft.

2. Equivalent Conc. Box Culvert, Size 6×7
Class A Concrete per lin ft. .734 cy @ $60.00 $44.04
Metal Reinf. " " . 155.31 lbs @ $.12 18.64

Estimated Cost $62.68 per lin. ft.

Oregon State Highway Department

Federal Aid Project
No. HFI-78 (18)

FAIRGROUNDS-SHADY SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 22, 1954

Type Code 0010
2 Lane Roadway (Sta. 2625+00 to Sta. 2672+50) (Sta 2685+00 to Sta. 2761+70.5)
(Contract No. 4059)

All Required		Clearing and Grubbing (65%)		$ 14,625.00
3,740	sq. yds.	Removal of Pavement	$ 0.50	1,870.00
500	cu. yds.	Structural Excavation, Unclassified	3.60	1,800.00
100	cu. yds.	Trench Excavation, Unclassified	2.50	250.00
462,200	cu. yds.	General Excavation, Unclassified	0.57	263,454.00
1,147,000	yd. sta.	Short Overhaul	0.01	11,470.00
17,400	C-yd. sta.	Long Overhaul	0.50	8,700.00
2.15	miles	Finishing Roadbed and Slopes	750.00	1,612.50
12,600	lin. ft.	Rounding Cutbanks	0.15	1,890.00
50	lin. ft.	24-inch Half-Circle Corrugated Metal Pipe	4.15	207.50
170	lin. ft.	60-inch Corrugated Metal Pipe, Protected Invert	34.50	5,865.00
100	lin. ft.	84-inch Corrugated Metal Pipe	52.50	5,250.00
140	lin. ft.	6-inch Metal Drain Pipe	1.60	224.00
650	lin. ft.	6-inch Perforated Metal Drain Pipe	1.65	1,072.50
110	cu. yds.	3/8"-0 Backfill in Drains	5.00	550.00
30	lin. ft.	12-inch Concrete Pipe	2.10	63.00
590	lin. ft.	18-inch Concrete Pipe	3.95	2,330.50
130	lin. ft.	24-inch Concrete Pipe	5.50	715.00
250	lin. ft.	36-inch Concrete Pipe, Extra Strength	10.00	2,500.00
1	only	Concrete Catch Basin	75.00	75.00
120	cu. yds.	Class "A" Concrete	58.00	6,960.00
21,700	lbs.	Metal Reinforcements	0.14	3,038.00
		Subtotal		$334,522.00
		10% Engs. & Cont.		33,452.20
		Total		$367,974.20

Length of Roadway	2.151 miles
Cost of Roadway per mile	$171,071.22

Type Code 0010
4-Lane Roadway (Sta. 2622+00 to Sta. 2625+00) (Sta. 2672+50 to Sta. 2685+00) (Sta. 2761+70.5 to Sta. 2806+55) (Contract No. 4059)

All Required				
		Clearing and Grubbing (35%)		$ 7,875.00
350	cu. yds.	Structural Excavation, Unclassified	$ 3.60	1,260.00
80	cu. yds	Trench Excavation, Unclassified	2.50	200.00
126,400	cu. yds	General Excavation, Unclassifed	0.57	72,048.00
1,027,000	yd. sta.	Short Overhaul	0.01	10,270.00
28,100	C-yd. sta.	Long Overhaul	0.50	14,050.00
1.11	miles	Finishing Roadbed and Slopes	750.00	832.50
2,300	lin. ft.	Rounding Cutbanks	0.15	345.00
200	lin. ft.	72-inch Corrugated Metal Pipe, Protected Invert	41.00	8,200.00
220	lin. ft.	90-inch Structural Plate Pipe	60.00	13,200.00
170	lin. ft.	6-inch Perforated Metal Drain Pipe	1.65	280.50
20	cu. yds.	3/8"-0 Backfill in Drains	5.00	100.00
610	lin. ft.	18-inch Concrete Pipe	3.95	2,409.50
430	lin. ft.	30-inch Concrete Pipe	7.00	3,010.00
60	cu. yds.	Class "A" Concrete	58.00	3,480.00
8,600	lbs.	Metal Reinforcement	0.14	1,204.00
680	tons	Class "B" Asphaltic Concrete	9.00	6,120.00
		Subtotal		$144,884.50
		10% Engr. & Cont.		14,488.45
		Total		$159,372.95

Length of Roadway 1.105 miles
Cost of Roadway Per Mile $144,228.91

Type Code X221
Garbage Dump Road Bridge (Sta. 2682+80 to Sta. 2683+90)

160	cu. yds.	Structural Excavation	$ 10.00	$ 1,600.00
20	cu. yds	Excavation Below Elevation Shown	20.00	400.00
340	cu. yds.	Class "A" Concrete	60.00	20,400.00
84,000	lbs.	Metal Reinforcement	0.11	9,240.00
		Subtotal		$ 31,640.00
		10% Engr. & Cont.		3,164.00
		Total		$ 34,804.00

Length of 4 Structures 0.068 mile
Length of 1 Structure 0.171 mile (Exception)

Total Length 0.239 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$367,974.20	$227,795.00	$140,179.20
4-Lane Roadway	159,372.95	98,660.00	60,712.95
Structure	34,804.00	21,545.00	13,259.00
	$562,151.15	$348,000.00	$214,151.15

Oregon State Highway Department

Federal Aid Project
No. BFI-78 (18)

FAIRGROUNDS-SHADY SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 22, 1954

Type Code 0010
2-Lane Roadway (Sta. 2625+00 to Sta. 2672+50)(Sta. 2685+00 to Sta. 2761+70.5)
(Contract No. 4059)

All Required		Clearing and Grubging (65%)		$ 14,625.00
3,740	sq. yds.	Removal of Pavement	$ 0.50	1,870.00
500	cu. yds.	Structural Excavation, Unclassified	3.60	1,800.00
100	cu. yds.	Trench Excavation, Unclassified	2.50	250.00
462,200	cu. yds.	General Excavation, Unclassified	0.57	263,454.00
1,147,000	yd. sta.	Overhaul	0.01	11,470.00
17,400	C-yd. sta.	Long Overhaul	0.50	8,700.00
2.15	miles	Finishing Roadbed and Slopes	750.00	1,612.50
12,600	lin. ft.	Rounding Cutbanks	0.15	1,890.00
50	lin. ft.	24-inch Half Circle Corrugated Metal Pipe	4.15	207.50
170	lin. ft.	60-inch Corrugated Metal Pipe, Protected Invert	34.50	5,865.00
100	lin. ft.	84-inch Corrugated Metal Pipe	52.50	5,250.00
140	lin. ft.	6-inch Metal Drain Pipe	1.60	224.00
650	lin. ft.	6-inch Perforated Metal Drain Pipe	1.65	1,072.50
110	cu. yds.	3/8" - 0 Backfill in Drains	5.00	550.00
30	lin. ft.	12-inch Concrete Pipe	2.10	63.00
590	lin. ft.	18-inch Concrete Pipe	3.95	2,330.50
130	lin. ft.	24-inch Concrete Pipe	5.50	715.00
250	lin. ft.	36-inch Concrete Pipe, Extra Strength	10.00	2,500.00
1	only	Concrete Catch Basin	75.00	75.00
120	cu. yds.	Class "A" Concrete	58.00	6,960.00
21,700	lbs.	Metal Reinforcement	0.14	3,038.00
			Subtotal	$334,522.00
			10% Engr. & Cont.	33,452.20
			Total	$367,974.20

Length of Roadway	2.136 miles
Cost of Roadway per mile	$172,272.56

Type Code 0010
4-Lane Roadway (Sta. 2622+00 to Sta. 2625+00)(Sta. 2672+50 to Sta. 2685+00) (Sta. 2761+70.5 to Sta. 2806+55) (Contract No. 4059)

All Required		Clearing and Grubbing (35%)		$ 7,875.00
350	cu. yds.	Structural Excavation, Unclassified	$ 3.60	1,260.00
80	cu. yds.	Trench Excavation, Unclassified	2.50	200.00
126,400	cu. yds.	General Excavation, Unclassified	0.57	72,048.00
1,027,000	yd. sta.	Short Overhaul	0.01	10,270.00
28,100	C-yd. sta.	Long Overhaul	0.50	14,050.00
1.11	miles	Finishing Roadbed and Slopes	750.00	832.50
2,300	lin. ft.	Rounding Cutbanks	0.15	345.00
200	lin. ft.	72-inch Corrugated Metal Pipe, Protected Invert	41.00	8,200.00
220	lin. ft.	90-inch Structural Plate Pipe	60.00	13,200.00
170	lin. ft.	6-inch Perforated Metal Drain Pipe	1.65	280.50
20	cu. yds.	3/8" - 0 Backfill in Drains	5.00	100.00
610	lin. ft.	18-inch Concrete Pipe	3.95	2,409.50
430	lin. ft.	30-inch Concrete Pipe	7.00	3,010.00
60	cu. yds.	Class "A" Concrete	58.00	3,480.00
8,600	lbs.	Metal Reinforcement	0.14	1,204.00
680	tons	Class "B" Asphaltic Concrete	9.00	6,120.00
		Subtotal		$144,884.50
		10% Engr. & Cont.		14,488.45
		Total		$159,372.95

Length of Roadway 1.101 miles
Cost of Roadway per mile $144,752.90

Type Code X221
Garbage Dump Road Bridge (Sta. 2682+80 to Sta. 2683+90) (Contract No. 4241)

160	cu. yds.	Structural Excavation	10.00	1,600.00
20	cu. yds.	Excavation Below Elevation Shown	20.00	400.00
340	cu. yds.	Class "A" Concrete	58.00	19,720.00
84,000	lbs.	Metal Reinforcement	0.1075	9,030.00
				$ 30,750.00

Type Code X221
Shady Point Overcrossing (Sta. 2745+68.30 to Sta. 2747+65.00)

130	cu. yds.	Structural Excavation	$ 5.00	$ 8,650.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
120	lin. ft.	Furnish Steel Piling	6.00	720.00
5	only	Drive Steel Piles	100.00	500.00

510	cu. yds.	Class "A" Concrete	$ 65.00	$ 33,150.00
151,000	lbs.	Metal Reinforcement	0.11	16,610.00
40	lin. ft.	8-inch Metal Drain Pipe	4.00	160.00
				$ 51,890.00

Type Code X220
Speedway Road Overcrossing (Sta. 2770+34 to Sta. 2771+44)

220	cu. yds.	Structural Excavation	$ 5.00	$ 1,100.00
20	cu. yds.	Excavation Below Elevation Shown	10.00	200.00
800	lin. ft.	Furnish Steel Piling	5.00	4,000.00
26	only	Drive Steel Piles	60.00	1,560.00
720	cu. yds.	Class "A" Concrete	60.00	43,200.00
190,000	lbs.	Metal Reinforcement	0.11	20,900.00
150	lin. ft.	8-inch Metal Drain Pipe	4.00	600.00
				$ 71,560.00

Type Code X721
Grade Separation Underpass (Sta. 2798+72)

180	cu. yds.	Structural Excavation	$ 5.00	$ 900.00
20	cu. yds.	Excavation Below Elevation Shown	10.00	200.00
940	lin. ft.	Furnish Steel Piling	5.00	4,700.00
38	only	Drive Steel Piles	60.00	2,280.00
390	cu. yds.	Class "A" Concrete	62.50	24,375.00
92,000	lbs.	Metal Reinforcement	0.11	10,120.00
80	lin. ft.	8-inch Metal Drain Pipe	4.00	320.00
220	sq. yds.	Concrete Slab Riprap	8.00	1,760.00
				$ 44,655.00
		Subtotal		$198,855.00
		10% Engr. & Cont.		19,885.50
		Total		$218,740.50

Length of 4 Structures	0.079 mile
Length of 1 Structure	0.179 mile (Exception)
Total Length	0.258 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$367,974.20	$220,463.00	$147,511.20
4-Lane Roadway	159,372.95	95,484.00	63,888.95
Structure	218,740.50	131,053.00	87,687.50
	$746,087.65	$447,000.00	$299,087.65

RECEIVED
NOV 26 1954
FOR FILING

BFI-15(1)
4

November 26, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to Parker-Schram Co. a portion of the funds heretofore retained by the Commission on contract No. 4059, for grading on the Fairgrounds-Shady Unit, Deady-Shady Section of the Pacific Highway in Douglas County.

This payment in the amount of $29,840.65 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $13,928.11. The present payment will be released on or after December 6, 1954.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

[illegible] ON CARD
11-26-54

RECEIVED
NOV 1 9 1954
FOR FILING

EFI - 78 (18)
4951

November 18, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 4, 1954 on Contract No. 4059, Fairgrounds-Shady Unit, Deady-Shady Section, in Douglas County, in connection with Federal Aid Project No. EFI-78 (18).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall
DBP:bb

FORM E-123 50M REVISED 2-5

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
FOR FILING

5335

COPY

November 16, 1954

NOTED
W. C. WILLIAMS

Mr. George W. Neuner
Attorney at Law
Umpqua Savings & Loan Building
Roseburg, Oregon

Re: Claim of Mr. and Mrs. W. H. McClain and Mr. and Mrs. Alex Hammell

Dear Mr. Neuner:

Following my recent telephone conversation with you we have completed our research with respect to the liability of the State under the above claims, together with the authority of the State to pay the same.

In view of recent Court decisions relative to damages caused by blasting, it appears that your point as to damage caused water supply by blasting is well taken. As you know, however, the authority of the State to pay damage claims is limited to claims arising in connection with the construction, maintenance or operation of state highways by the State's own forces or its employees. Inasmuch as the blasting in this case was conducted by a contractor, the State would have no authority to pay the claim. We have also considered the possibility of making payment upon the basis of property taken for a public use, that is, the theory of inverse condemnation. We find that this case does not come within the rule established by Tomasek v. State, and the claim is not one which the State would be justified in paying under that rule.

I regret to advise, therefore, that it is necessary for us to reject the above claims inasmuch as it appears that there is no liability upon the part of the State, and further, that the State has no authority to pay the same.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh

cc - W. C. Williams
Forrest Cooper

PLEASE RETURN TO
W. C. WILLIAMS

FORM E30—80M—4-54—74396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

Enfield
I concur with Coopers recommendation. Will you please follow up?
WCW.

In reply to your Assignment No. 5338 which refers to a claim by Mr. W. H. McClain, through his attorney, George Neuner, in which a claim is made that we disrupted a water system of the McClains and the McClains' daughter (Hammell), I wish to advise that I have had further check made in the field and also discussed the matter with the McClains' attorney, George Neuner.

The information at hand indicates that while there is probably room for an argument we doubtless did cause the disruption to the water system. It would be my recommendation that if a reasonable settlement could be worked out we assume liability, based,of course, on securing a release from McClain and Hammell.

I am attaching a copy of a letter from George Neuner on the subject which indicates that the McClains have spent $461.30 cash, and, in addition, did some trenching which they estimate to have a value of $60. These two items total $521.30 and Neuner suggests a lump sum settlement of $700, which, I believe, is a bit high. It is my recommendation that if a settlement could be made for approximately $600 and a release of all claims in connection with the matter of water supply be secured, that we proceed in that manner.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc: Tom Edwards

LONG, NEUNER & DAVIS
ATTORNEYS AT LAW

GEORGE W. NEUNER
ROBERT DAVIS

RECEIVED
DEPT.

October 11, 1954

Mr. Forrest Cooper
Construction Engineer
State Highway Commission
Salem, Oregon

Re: Claim of W. H. McClain for damages for destruction of springs

Dear Mr. Cooper:

It wasn't until last Friday afternoon late that I was able to contact Mr. McClain to secure an itemization of his expenses in connection with the development of new springs upon his property. Rather than call you as suggested by you in our conversation of October 1, I thought it better to write, setting forth in detail their expenses.

Mr. and Mrs. McClain (Lucille) have had an expenditure as follows:

Concrete blocks and cement, paid to Chrystalite Tile Co. -	$ 55.88
200 feet 3/4" plastic pipe from Denn-Gerretsen Company -	34.00
Owners own labor in installation, computed at $1.50 per hour -	60.00
for a total of -	$149.88

The daughter and son-in-law of Mr. and Mrs. McClain, who have adjoining property and whose names are Alex Hammell and Ardene Hammell, have had a very substantial expense in connection with restoration of their set-up. They are as follows:

190 feet 3/4" Plastic pipe from Denn-Gerretsen Company -	32.30
500 feet 1 1/4" Plastic pipe from Denn-Gerretsen Company (Yet to be purchased and installed) -	172.00
56 hours labor at $1.50 per hour, paid to H. W. Hubbard -	84.00
Concrete blocks and mortar to Chrystalite Tile Co. -	66.00

NOT
FORREST COOPER

Mr. Forrest Cooper
October 11, 1954
Page Two

Gravel to Roseburg Sand & Gravel Co.	16.00
Pump Suction Set - additional facility to the pump required by the new set-up, including a new type foot valve and new type jet - Denn-Gerretsen Co. -	35.00
Rental of sump pump - Denn-Gerretsen Co. -	16.00
Miscellaneous labor by owner -	40.00
for a total of	$ 461.30.

In addition to the above, Mr. Hammell feels that there will be an expenditure of a very minimum of $60.00 in order to dig the trench and bury the 500 feet of pipe and also to construct a cover for the spring.

As above indicated, Mr. and Mrs. Hammell have not had the funds with which to purchase the 500 feet of plastic pipe, but it appears that the installation of such is essential to have a satisfactory system. From this you will note that the Hammell's will have an expenditure of $521.30 and this excludes considerable additional labor expense representing their own work.

Taking all of the factors into consideration I feel that settlement with the two parties for a lump sum of $700.00 would be reasonable and proper.

If you desire invoices on the above expenditures or any additional information we will be happy to supply the same.

Apparently the contractor is continuing some blasting in the area, which both the McClains and the Hammells are fearful may cause some difficulty with reference to the springs which they have now developed. It might be well if some member of the Department would take a check and hold the contractor down a little but in this regard. Apparently the blasts in the area have been very excessive. Mr. Hammell mentioned that a pop bottle filled with water on the drain board in the kitchen was upset in one blast. They have also had some damage to their homes but it is the contention of the writer that this is a responsibility of the contractor but not the State. Any release, however, which McClains and the Hammells are to give should exclude any liability of the contractor for damage to their property other than the spring set-up.

Kindest personal regards.

Yours very truly,

LONG, NEUNER & DAVIS

BY Geo W Neuner

GWN:lsh

ASSIGNMENT

Date: September 28, 1954 No. 5338 By Tcw

Description: Mr. Enfield's letter of ~~Aug~~ September 22 enclosing a copy of a letter from George Neuner and a letter by Tom Edwards, all regarding alleged destruction of two springs on Mr. McLain's property due to blasting by Parker-Schramm, south of Roseburg.

Acknowledged by_____ Referred to Smith

X Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

RECEIVED
OCT 15 1954
LEGAL DEPT.

PLEASE RETURN TO
W. C. WILLIAMS

Remarks:

Executed 10-14-54 Report Received__________

HIGHWAY DEPARTMENT
MENT CORRESPONDENCE

RECEIVED
OCT 15 1954
LEGAL DEPT.

PLEASE RETURN TO
W. C. WILLIAMS

em, Oregon
mber 22, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

copy of a letter received this date
er with a copy of a letter from Tom
McLain, all of which correspondence
ion of two springs located upon Mr.
ason of blasting performed by Parker-
r, approximately two miles southerly

ward's letter that an investigation
ect to this matter, and I will ap-
sults of such investigation or causing
ion to be made you deem necessary,
and advise this office as to what, in your opinion, caused the loss of these two springs. Based upon the facts, as determined by yourself, we will make whatever further search of the law is indicated so as to respond to Mr. Neuner's request and claim for damages in behalf of Mr. McLain.

Yours very truly,

C. W. Enfield a.j.

C. W. ENFIELD
Chief Counsel

CWE:aj
cc - Robert L. May, Jr.
George Rohde
Enc.

1954

FORM E-30 25M 9-51 82215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
[illegible]
LEGAL DEPT.

PLEASE RETURN TO
W. C. WILLIAMS

Salem, Oregon
September 22, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Engineer
Office

Dear Mr. Williams:

Enclosed herewith is a copy of a letter received this date from Mr. George Neuner, together with a copy of a letter from Tom Edwards addressed to Mr. W. H. McLain, all of which correspondence concerns the alleged destruction of two springs located upon Mr. W. H. McLain's property by reason of blasting performed by Parker-Schramm, the State's contractor, approximately two miles southerly of Roseburg.

It appears from Mr. Edward's letter that an investigation has already been had with respect to tHis matter, and I will appreciate your reviewing the results of such investigation or causing whatever additional investigation to be made you deem necessary, and advise this office as to what, in your opinion, caused the loss of these two springs. Based upon the facts, as determined by yourself, we will make whatever further search of the law is indicated so as to respond to Mr. Neuner's request and claim for damages in behalf of Mr, McLain.

Yours very truly,

C. W. Enfield a.j.

C. W. ENFIELD
Chief Counsel

[illegible]

CWE:aj
cc - Robert L. May, Jr.
George Rohde
Enc.

RECEIVED
1954

C O P Y

LONG, NEUNER & DAVIS
Attorneys at Law
Umpqua Savings & Loan Building
Roseburg, Oregon
Telephone 3-5541

J. V. Long
George W. Neuner
Robert G. Davis

September 21, 1954

Mr. C. W. Enfield
Chief Counsel
State Highway Commission
Salem, Oregon

Dear Mr. Enfield:

Some weeks ago, Mr. W. H. McClain, River Street, Roseburg, Oregon, referred to us Mr. Tom Edward's letter of July 2, 1954, a copy of which is attached.

It was not until quite recently that I had an opportunity to go over the problem on the ground with Mr. McClain. From the information given to us and observed by the writer it appears that in connection with the construction of the re-located Pacific Highway, approximately two miles Southerly of Roseburg and abutting the McClain property, the State's contractor, Parker-Schramm, set off an extremely heavy blast in connection with the construction of an underpass or modified traffic interchange near Mr. McClain's property. Immediately following the blast, two springs on Mr. McClain's property dried up completely. One of the springs had a history of continuous output for at least thirty-five years and the other spring had had a history of about five years. The two springs were ample to take care of the two dwelling houses on the McClain property as well as for their livestock.

Mr. McClain apparently took the matter up with the contractor and with Mr. Edwards. The contractor very kindly hauled water to their dwelling for a time to take them over the immediate crisis and thereafter they were required to haul water for their personal needs and that of the livestock.

Following Mr. Edward's letter, Mr. McClain and his family have developed two additional springs at some distance from the dwelling house. The springs now appear to be adequate, but of course they have been put to considerable expense in providing pipe and in digging the springs and burying the pipe.

We cannot quarrel basically with the "case law" which is referred to in Mr. Edward's letter, but of course, there is a problem of the application of this case law to the facts in question. From our personal observations of the area, it would appear entirely logical as well as probable that the springs were destroyed by reason of the excessive jar of the subsurface strata on the McClain property. If this be the situation, our research would indicate that the State and/or its contractor, would be liable to the McClains for the destruction. On the other hand, if as may be contended by the Commission, the blast merely dislocated rock at a lower elevation which had the effect of opening up a seam which drained the spring on the adjoining property, then of course, I agree that there would be no liability.

As between the property owner and the State, however, in a situation of this kind, I feel that in all fairness, all doubt should be resolved in favor of the property owner.

It would be appreciated if you would investigate this problem of Mr. McClains and advise as to your recommendation to the Commission. Mr. McClain has had an expense and outlay of somewhat less than $800.00 so it is not a matter of taking on an unknown responsibility.

I would appreciate hearing from you in connection with this request at your early convenience.

Yours very truly,

LONG, NEUNER & DAVIS

BY (Sgd.) George W. Neuner

GWN:leh

COPY

OREGON
STATE HIGHWAY DEPARTMENT
Tom Edwards, Division Engineer
Roseburg, Oregon

RECEIVED
[illegible] 54
[illegible] DEPT.

July 2, 1954

Mr. W. H. McLain
River Street
Roseburg, Oregon

Dear Mr. McLain:

Attention of this office has been directed to an alleged failure of your water supply due to the construction of the Pacific Highway in the vicinity of your property south of the Fairgrounds in Roseburg.

The case law of this state as announced by our Supreme Court is that the owner may excavate or perform other action upon his own property as he sees fit regardless of the effects of such action upon percolating water as they may arise on a neighbors property, and that there can be no liability for the disturbance or interference with percolating water. The Highway Commission has in the past adopted as a policy the observance of the law in cases similar to this.

I have had our geologists thoroughly examine the area, and they have determined that the water to which you refer was percolating water as distinguished from stream flow, and, hence, the responsibility of replacing or re-establishing your well or water supply would not fall within the responsibility of the State or its contractors.

Very truly yours,

/s/ Tom Edwards

Tom Edwards
Division Engineer

TE:gb
cc: Forrest Cooper

Form E-1—10M

(18)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 5, 1954

Section Fairgrounds - Shady Unit, Deady - Shady

Highway Pacific

Contractor Parker - Schram Co.

Date of contract Nov. 6, 1953

Date work started Jan. 18, 1954

Project authorization $547,094.81

Exclusive of Engineering $508,190.29

Kind of work Grading

Section prefix 10-1028

Contract number 4059

Date of completion Nov. 30, 1954

Estimated date of completion Nov. 4, 1954

Per cent of time elapsed 92 %

Estimated cost of completed project, exclusive of engineering $581,000.00

Per cent of contract completed, based on total contract price 94 %

Engineering authorization $38,904.52

Engineering cost to date $28,600.00, 73 %

Date project was completed Nov. 4, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate cannot be submitted until J. C. Compton crushing plant is finished, so that remeasure of rock cut at sta. 2868 - 2874+50 may be made to establish quantities for Price Agreement No. 5.

NOTED
G. SMITH

	Station	Plans	Final
Excavation	2822-2806+55	535,092	541,300
Embankment	" "	535,368	565,000

NOTED
FORREST COOPER

NOTED
B. A. MARTIN

Signed Clay M. Cornett

Address Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77099

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.5				
Miles partially completed					
Miles completed	3.5				
Total estimated quantities	541,300				
Estimated quantities moved or placed to date	541,300				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1....., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ....1....., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
FOR FILING

4059

June 28, 1954

General Adjustment Bureau, Inc.
1155 Olive Street
Eugene, Oregon

Attention: Mr. H. McKay Allen
Branch Manager

Gentlemen:

Parker-Schram Company who were awarded State Highway Contract No. 4059 for grading the Fairgrounds-Shady Unit of the Deady-Shady Section on the Pacific Highway in Douglas County have an address at 200 Builders Exchange Building, Portland 4.

The Glens Falls Indemnity Company through Amerata and Schram, 440 Mead Building, Portland 4, furnished the performance bond which assures completion of the project and payment of bills incurred on it; however, we do not have any record as to what company carries the contractor's liability insurance.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

RECEIVED
FOR FILING
11-59

June 28, 1954

General Adjustment Bureau, Inc.
1155 Olive Street
Eugene, Oregon

Attention: Mr. H. McKay Allen
Branch Manager

Gentlemen:

Parker-Schram Company who were awarded State Highway Contract No. 4059 for grading the Fairgrounds-Shady Unit of the Deady-Shady Section on the Pacific Highway in Douglas County have an address at 200 Builders Exchange Building, Portland 4.

The Glens Falls Indemnity Company through Amerata and Schram, 440 Mead Building, Portland 4, furnished the performance bond which assures completion of the project and payment of bills incurred on it; however, we do not have any record as to what company carries the contractor's liability insurance.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

[illegible] C. CONICK, PRESIDENT
JOHN R. COONEY, VICE PRESIDENT
J. C. EVANS, VICE PRESIDENT

W. LILLY, VICE PRESIDENT AND GENERAL MANAGER
P. M. WINCHESTER, ASST. GENERAL MANAGER

W. E. HILL, SECRETARY
R. H. SIFRIT, TREASURER
ELI BERGER, ASST. SECY.

DIRECTORS
C L ALLEN
PETER J BERRY
H C CONICK
JOHN R COONEY
E J DICKEY
J H DILLARD
J C EVANS
C M GALLAGHER
L S HARVEY
KENNETH B HATCH
A E HEACOCK
W. A HEBERT
J. V HERD
J. K HOOKER
J. C HULLETT

GENERAL ADJUSTMENT BUREAU, INC.
A CAPITAL STOCK INSURANCE ORGANIZATION
PACIFIC COAST DEPARTMENT
315 MONTGOMERY STREET
SAN FRANCISCO 4, CALIFORNIA
HARRY J. BOYLE, GENERAL MANAGER
R. R. MOE, ASST. GENERAL MANAGER
C. J. DENEHY, ASST. GENERAL MANAGER

DIRECTORS
C P JERVEY
HAROLD JUNKER
GILBERT KINGAN
FRANK D LAYTON
H W MILLER
JOHN L MYLOD
W L NOLEN
JOHN A NORTH
F. E POTTER
W A RATTELMAN
W J REYNOLDS
F E SAMMONS
BRADFORD SMITH, JR.
BARRY TRUSCOTT
B. C. VITT

REPLY TO
1155 OLIVE STREET
EUGENE, OREGON
H. McKAY ALLEN, BRANCH MANAGER

June 24, 1954

State Highway Department
Salem, Oregon

Gentlemen:

I represent insurance companies who have sustained a loss due to blasting operations of the Parker Shramm Construction Company near the Douglas County Fairgrounds south of Roseburg. I would like to have you furnish me with the name and address of the Parker Shramm Construction Company so that I can make claim under their liability policy. If possible, I would like to have you tell me the name of the liability policy if this is a matter of public record.

I would also like to have this letter serve as notice to the State of Oregon that there is a claim against the Parker Shramm Construction Company for damage done to the Douglas County properties as a result of their blasting.

Very truly yours,

H McKay Allen

H. McKay Allen
Branch Manager

HMA:ij
cc:gab sf

RECEIVED
JUN 25 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

June 25, 1954

Glens Falls Indemnity Company
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

We have received a letter from the General Adjustment Bureau, Inc., 1155 Olive Street, Eugene, stating that they have a claim against Parker-Schram Construction Company for damages done as a result of blasting near the Douglas County Fairgrounds south of Roseburg. Their letter does not state the amount of the claim, but they do indicate that it would probably be against the contractor's liability insurance carrier; however, we are advising you concerning the claim as you furnished the performance bond on Contract No. 4059 for grading the Fairgrounds-Shady Unit, Deady-Shady Section on the Pacific Highway in Douglas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Amerata & Schram
440 Mead Building
Portland 4, Oregon

Parker-Schram Co.
200 Builders Exchange Building
Portland 4, Oregon

RECEIVED
[illegible]
FOR FILING

[illegible]

4059

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1954

SUBJECT:

To:
Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

The subcontract between Parker-Schram Company and S. Ferache' covering Items 24 and 25, on the Fairgrounds-Shady Contract No. 4059, Oregon BFI-78 (18), is approved and you may so inform the interested parties.

Three copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
FOR FILING

[illegible]

4151

January 28, 1954

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Douglas County a fully executed copy of a supplemental throughway agreement between the State Highway Commission and Douglas County covering certain road closures in connection with the Fairgrounds-Shady Unit of the Pacific Highway in Douglas County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
FEB 1 - 1954
FOR FILING

[illegible]
11059

[illegible]

MISC. CONTRACTS and
AGREEMENTS No. 14[illegible]

Salem, Oregon
January 28, 1954

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of a supplemental throughway agreement covering certain road closures in connection with the Fairgrounds-Shady Unit of the Pacific Highway in Douglas County.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Douglas County.

Yours very truly,

Secretary

rn
Attach: 1

REFERRED TO
Query
BY SECRETARY

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1954

SUBJECT: Assignment #4773

To: Mr. W. C. Williams
OFFICE

Glaisyer.

Attached are three copies of a supplemental throughway agreement covering certain road closures in connection with the Fairgrounds-Shady Unit of the Pacific Highway in Douglas County. These closures were not included in the original agreement.

Two copies of the supplemental agreement have been executed by the County Court and are now ready for presentation to the Highway Commission.

This completes Assignment #4773.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:MM
Att.

Bids received Sept. 25, 1953

RECEIVED
JAN 19 1954
OFFICE OF
STATE HIGHWAY ENGINEER

A

ASSIGNMENT - 6

Date: January 6, 1954 No. 4773 By wcw

Description: **Letter of December 28 by Tom Reeder enclosing 8 copies of a throughway agreement with Douglas County--Fairgrounds-Shady Section of the Deady-Shady Section of the Pacific Highway in Douglas County**

Acknowledged by _____ Referred to **Cattrall** ✓

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks: **Check--if OK obtain execution by County.** **WCW**

PLEASE RETURN TO
W. C. WILLIAMS

Executed 1-19-54 mc Report Received ________

GHWAY DEPARTMENT
NT CORRESPONDENCE

Oregon
28, 1953

BJECT: Supplemental Throughway Agreement with Douglas County

PLE TO
W. C. AMS

he original and seven copies of a
tered into by and between the
ement supplements an earlier
e two parties covering the clo-
y roads in connection with the
y Section of the Deady-Shady
uglas County.

he original has an Exhibit at-
nty and State Relations Divisions
should attach all other exhibits as needed.

Thomas J Reeder
Thomas J. Reeder
Assistant Attorney

TJR:ao
Encs.

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 28, 1953

SUBJECT: Supplemental Throughway Agreement with Douglas County

To: Mr. W. C. Williams
Assistant State Highway Engineer
OFFICE

Herewith you will find the original and seven copies of a proposed form of agreement to be entered into by and between the State and Douglas County. This agreement supplements an earlier agreement entered into between these two parties covering the closure, routing and handling of county roads in connection with the construction of the Fairgrounds-Shady Section of the Deady-Shady Section of the Pacific Highway in Douglas County.

You will note that only the original has an Exhibit attached thereto. Therefore, the County and State Relations Divisions should attach all other exhibits as needed.

Thomas J. Reeder

Thomas J. Reeder
Assistant Attorney

TJR:ao
Encs.

RECEIVED
JAN 19 1954
FOR FILING

January 18, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 13, 1954 on Contract No. 4059, Fairgrounds-Shady Unit, Deady-Shady Section, in Douglas County, in connection with Federal Aid Project No. EFI-78 (18).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:gs

RECEIVED
NOV 30 1953
FOR FILING

[illegible] 1 - 99(1)

4[illegible]

November 27, 1953

Parker-Schram Company
200 Builders Exchange Bldg.
Portland 4, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4059 which was awarded to you on November 6, 1953 by the State Highway Commission, covering the Fairgrounds-Shady Unit, Deady-Shady Section of the Pacific Highway in Douglas County. This copy is for your files.

A copy of this contract is also being sent to the surety on your performance bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED

[illegible]

Chas. T. Parker
Carl A. Schram

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

Builders Exchange Building
PORTLAND 4, OREGON

November 10, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Accept our thanks for your telegram and confirming letter of November 6 advising that right of way had been acquired and Bureau of Public Roads approval received so that the State Highway Department had that date awarded the contract to us for grading the Fairgrounds-Shady Unit, Deady-Shady Section of the Pacific Highway south from Roseburg in Douglas County, based on our low bid of $479,406.50, submitted September 25, 1953.

We are also in receipt of your form letter of same date, together with 3 copies of Contract No. 4059 covering the above project under separate enclosure.

Complying with your request, we are returning herewith 2 copies of the above contract, allproperly executed on behalf of this firm and with bond required in connection therewith also completed by the Glens Falls Indemnity Company of Glens Falls, New York, as surety.

All of our operations in the state of Oregon are covered by the Workmens Compensation Act of Oregon, which will automatically include any work performed under the above contract as required by Section 6-12, Page 15 of the General Provisions thereof.

Kindly return one fully completed copy of the contract and bond for our files after signature by the State Highway Department.

Yours very truly,
PARKER-SCHRAM COMPANY

By CASchram

CASdb
Enclosures - 2

RECEIVED
DEC 30 1953
FOR FILING

AGENDA
DEC 10 1953

2-9

November 6, 1953

Parker-Schram Company
200 Builders Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on September 25th accepted your proposal for grading on the Fairgrounds-Shady Unit, Ready-Shady Section of the Pacific Highway south from Roseburg in Douglas County for the sum of $479,406.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as the necessary right of way was acquired and approval of the Bureau of Public Roads was received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4059.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. W. M. Franzen
Mr. H. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis

for information

E.R

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 6, 1953
2:50 p.m.

Parker-Schram Co.
200 Builders Exchange Building
Portland, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Fairgrounds-Shady Unit, Deady-Shady Section of Pacific Highway south from Roseburg in Douglas County for which you submitted low bid on September 25. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
Accounting (5001-900)
Files
C. W. Head

C. G. POLK
District Engineer

RECEIVED
FOR FILING
OREGON DISTRICT BFI-78(18)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 6, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired, we hereby concur as of this date in award of Contract No. 4059 for Oregon Project BFI-78(18), Fairgrounds-Shady Section of the Pacific Highway in Douglas County, to Parker-Schram Co. of Portland, Oregon, low bidder in the amount of $479,406.50 at the September 25, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
FOR FILING
BFI-78
4051

November 6, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Fairgrounds-Shady Section of the Pacific Highway in Douglas County, Project BFI-78 (18), to the Parker-Schram Company of Portland, Oregon, on the basis of the bid of $479,406.50 submitted on September 25, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

RECEIVED
OC [illegible] 1953
FOR FILING

October 5, 1953

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Douglas County a fully executed copy of a Throughway Agreement between the State Highway Commission and Douglas County covering the Fairgrounds-Shady Unit of the Pacific Highway in Douglas County.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

file

RECEIVED
[illegible] 1953
FOR FILING

Salem, Oregon
October 5, 1953

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of a Throughway Agreement with Douglas County covering the Fairgrounds-Shady Unit of the Pacific Highway in Douglas County.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Douglas County.

Yours very truly,

Assistant Secretary

rm
Attach: 1

RECEIVED
SEP 29 1953
FOR FILING

September 28, 1953

Parker-Schram Company
[illegible] Builders Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on September 25, 1953 accepted your bid in the amount of $47[illegible] for construction of [illegible] miles of grading on the Fairgrounds-Shady Unit, Deady-Shady Section of the Pacific Highway south from Roseburg in Douglas County submitted by you on that day. Yours was the low bid received for this project, and the Commission has awarded the contract to you.

The Engineer was directed to award the contract when concurrence has been received from the U. S. Bureau of Public Roads and right of way matters have been clarified.

I enclose for your immediate information a copy of the proposal form pertaining to this job for use by you pending receipt of the contract and bond forms. Your attention is particularly called to the paragraphs on page 5 under the heading "Restriction on Commencement of Work".

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
W. M. Franzwa, SIAC

RECEIVED

File FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

September 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project EFI-78(18), Fairgrounds-Shady Unit, Deady-Shady Section of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

Very truly yours,

Polk
C. G. POLK
District Engineer

SHP:gs

RECEIVED
SEP [illegible] 1953
FOR FILING

September 10, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 9, advising of comments made by your Washington Office relative to traffic interchange designs applicable to Items 60 to 67 of our Bond Financed, Primary Highway Program.

As regards the interchange at Shady, Program Item No. 61, Project BFI-78 (18), in Douglas County, we have to advise that the changes suggested, although practicable and desirable under favorable topographic conditions, are quite impracticable under the conditions obtaining. Provision of an inner loop in the northeast quadrant of the interchange at crossing of the old and new routes is made prohibitive, if not impossible, by the fact that the ground to the east of the interchange rises abruptly on a slope of about 4:1. Provision of an inner loop in the west quadrant is prevented by the presence of an expensive sawmill development in that location; also by restrictions in space due to close proximity of a railroad and of the structure which is to carry the Interstate Highway over the railroad and river.

We have tried other designs at this location to accomplish the purpose which your Washington Office has in mind, but the restrictions in space and the rather heavy ground slope on which the interchange is having to be constructed have forced their abandonment in favor of the two separate interchanges shown in the sketch furnished you.

With the above explanation, we hope that it will be possible for you to give official authorization to the advertising of the Fairgrounds Road-Shady Project.

We are giving consideration to the suggestions offered with respect to other interchanges and will advise in regard to them later.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

6

5-4(5)

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 6, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4060	6-final	Barney S. Helser

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15823	R-100747	$ 1,526.91	8/5/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 15, 1954

Time Extensions: None

Completion Date: May 15, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-9-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 10
Ruth Rawlings

[illegible]

July 2, 1954

Wells-Reed Insurance
Great American Indemnity Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4060 for work performed on the Mud Hollow Canyon-Wasco Section of the Fulton Canyon-Wasco Road in Sherman County was completed by the contractor, Barney B. Helser, on May 15, 1954, but has not as yet been accepted by the Commission.

Final payment in the amount of $ 1,526.91 will be released to the contractor after acceptance by the Commission. The total contract amount is $50,896.88, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

[illegible] ON CAR

7-2-54 md

RECEIVED
JUN 2 8 1954
FOR FILING

June 25, 1954

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Mr. Barney B. Helser on contract No. 4060, covering grading and surfacing on the Mud Hollow Canyon-Wasco Section of the Fulton Canyon-Wasco Road in Sherman County.

This payment, in the amount of $6,589.61 will be released to contractor on or after July 6, 1954. The retained percentage is $1,526.91.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD
6-25-54 gl

RECEIVED
MAY 25 1954
FOR FILING

May [illegible], 1954

Mr. [illegible] Wolf
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 15, 1954 on Contract No. [illegible], [illegible] Hollow [illegible] Section, in Sherman County, in connection with Federal Aid Project No. [illegible].

Very truly yours,

R. H. Baldock
State Highway Engineer

By

[illegible] Williams
Deputy State Highway Engineer

DBP:tp

c.c.: [illegible]

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 15, 1954, 19

Section Mud Hollw Canyon-Wasco

Kind of work Grading and Oil Mat Surfacing.

Highway Fulton Canyon-Wasco County Road

Section prefix 528-1015

Contractor Barney B. Helser

Contract number 4060

Date of contract Nov. 2, 1953, 19

Date of completion July 15, 1954, 19

Date work started Jan. 5, 1954, 19

Estimated date of completion May 15, 1954, 19

Amount of ~~contract~~ Project . . . . . $ 51,061.31

Per cent of time elapsed 76 %

Estimated cost of completed project, exclusive of engineering . . . . $ 49,000

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 3,000, 77 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Placed final seal on this project Monday. Constactor's equipment has been working at Moro and Maupin. Gave this job a final brushing Saturday.

Rail cross-bucks and advance railroad crossing signs have been installed.

FINAL REPORT

Signed A.V. Benedict

Address P.O. Box 480, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.71	1.71		1.71	
Miles partially completed					
Miles completed	1.71	1.71		1.71	
Total estimated quantities	[illegible],500 C.Y.	7,315 C.Y.		20,000 C.Y.	
Estimated quantities moved or placed to date	-do-	-do-		-do-	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				16	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...1..., Power graders ...1..., Rollers ...1..., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Clear		
Tuesday	Windy		
Wednesday	Windy		
Thursday	Windy		
Friday	Clear-Warm		
Saturday	Clear-Warm		

State Printing

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Secondary

Project No. S-68(5)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of April, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of March, 1953, a program, which was approved on the 27th day of April, 1953, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 11th day of June, 1953; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-two thousand and 00/100 dollars ($32,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of Chapter 529, Laws 1939. act of legislature by which authorized)

(*b*) From other sources Cash deposited by Sherman County with the Highway Department.

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 412+00 on the line between Sections 6 and 7, T. 1 N., R. 17 E., W.M., and survey station 502+10 on the line between Sections 4 and 9, T. 1 N., R. 17 E., W.M., on First Street, Wasco, without exception,

______, length 1.706 miles, in Sherman County, being Oregon Federal Aid / Secondary project No. S-68(5), consisting of 1.706 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ______ [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty-two thousand and 00/100 dollars ($32,000.00), which does not exceed the authorized Federal pro rata share of fifty-three thousand, seven hundred forty-eight and 75/100 dollars ($53,748.75), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting Division Engineer,
Bureau of Public Roads.

MAY 3 1924

RECEIVED APR 19 1924

Oregon State Highway Department

Federal Aid Secondary
Project No. S-68 (5)

MUD HOLLOW CANYON-WASCO SECTION
OF THE FULTON CANYON-WASCO ROAD IN SHERMAN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 22, 1954

Type Code 5231
Roadway (Sta. 412+00 to Sta. 502+10)(Contract No. 4060)

All Required		Clearing and Grubbing		$ 1,800.00
220	lin. ft.	Removal of Curbs and Gutters	$ 0.50	110.00
210	cu. yds.	Structural Excavation, Unclassified	3.00	630.00
12,700	cu. yds.	General Excavation, Unclassified	0.30	3,810.00
20,000	yd. sta.	Short Overhaul	0.015	300.00
240	C-yd. sta.	Long Overhaul	0.50	120.00
1.71	miles	Finishing Roadbed and Slopes	500.00	855.00
140	lin. ft.	12-inch Corrugated Metal Pipe	3.25	455.00
10	lin. ft.	15-inch Corrugated Metal Pipe	4.00	40.00
70	lin. ft.	72-inch Corrugated Metal Pipe	30.00	2,100.00
8	cu. yds.	Concrete Curbs and Gutters	85.00	680.00
10	only	3/4" x 18" Dowel Bars in Gutters	0.75	7.50
6,000	cu. yds.	1½" - 0 Rock in Base	3.25	19,500.00
2,300	cu. yds.	3/4" - 0 Rock in Base and Shoulders	3.25	7,475.00
200	M-gal.	Sprinkling	3.00	600.00
1,040	cu. yds.	Furnishing and Placing Aggregates	4.50	4,680.00
100	tons	Furnishing and Placing 150-200 Asphalt	45.00	4,500.00
24	tons	Furnishing and Placing RS-1 Emulsified Asphalt	50.00	1,200.00
			Subtotal	$48,862.50
			10% Engr. & Cont.	4,886.25
			Total	$53,748.75

Length of Roadway 1.706 miles
Cost per Mile $31,505.71

Federal Funds	$32,000.00
State Funds	10,500.00
County Funds	11,248.75
	$53,748.75

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-68 (5)

MUD HOLLOW CANYON-WASCO SECTION

OF THE FULTON CANYON-WASCO ROAD IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 15, 1953

Type Code 5231
Roadway (Sta. 412+00 to Sta. 502+10)

All Required		Clearing and Grubbing		$ 2,500.00
220	lin. ft.	Removal of Curbs and Gutters	$ 0.75	165.00
210	cu. yds.	Structural Excavation, Unclassified	3.00	630.00
12,700	cu. yds.	General Excavation, Unclassified	0.55	6,985.00
20,000	yd. sta.	Short Overhaul	0.02	400.00
240	C-yd. sta.	Long Overhaul	0.50	120.00
1.71	miles	Finishing Roadbed and Slopes	600.00	1,026.00
140	lin. ft.	12-inch Corrugated Metal Pipe	3.50	490.00
10	lin. ft.	15-inch Corrugated Metal Pipe	6.00	60.00
70	lin. ft.	72-inch Corrugated Metal Pipe	40.00	2,800.00
8	cu. yds.	Concrete Curbs and Gutters	85.00	680.00
10	only	3/4" x 18" Dowel Bars in Gutters	0.75	7.50
6,000	cu. yds.	1½" - 0 Rock in Base	3.00	18,000.00
2,300	cu. yds.	3/4" - 0 Rock in Base and Shoulders	3.25	7,475.00
200	M-gal.	Sprinkling	3.00	600.00
1,040	cu. yds.	Furnishing and Placing Aggregates	4.50	4,680.00
100	tons	Furnishing and Placing 150-200 Asphalt	45.00	4,500.00
24	tons	Furnishing and Placing RS-1 Emulsified Asphalt	48.00	1,152.00
			Subtotal	$52,270.50
			10% Engr. & Cont.	5,227.05
			Total	$57,497.55

Length of Roadway	1.706 Miles
Cost per Mile	$33,703.13

Federal Funds- -	$32,000.00
State Funds- -	10,500.00
County Funds -	14,997.55
	$57,497.55

Oregon State Highway Department

Federal Aid Secondary
Project No. S-68 (5)

MUD HOLLOW CANYON-WASCO SECTION OF THE
FULTON CANYON-WASCO ROAD IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 27, 1953

Type Code 5231
Roadway (Sta. 412+00 to Sta. 502+10)

All Required		Clearing and Grubbing		$ 1,000.00
220	lin. ft.	Removal of Curbs and Gutters	$ 0.50	110.00
210	cu. yds.	Structural Excavation, Unclassified	3.00	630.00
12,700	cu. yds.	General Excavation, Unclassified	0.45	5,715.00
20,000	yd. stas.	Short Overhaul	0.02	400.00
240	C-yd. stas.	Long Overhaul	0.50	120.00
1.71	miles	Finishing Roadbed and Slopes	500.00	855.00
140	lin. ft.	12-inch Corrugated Metal Pipe	3.50	490.00
10	lin. ft.	15 ~~18~~-inch Corrugated Metal Pipe	5.00	50.00
70	lin. ft.	72-inch Corrugated Metal Pipe	35.00	2,450.00
8	cu. yds.	Concrete Curbs and Gutters	75.00	600.00
10	only	3/4" x 18" Dowel Bars in Gutters	0.35	3.50
770	lin. ft.	Metal Guard Rail	3.00	2,310.00
6,000	cu. yds.	1½" - 0 Rock in Base	2.60	15,600.00
2,300	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.75	6,325.00
200	M-gals.	Sprinkling	3.00	600.00
1,040	cu. yds.	Furnishing and Placing Aggregates	4.50	4,680.00
100	tons	Furnishing and Placing 150-200 Asphalt	42.00	4,200.00
24	tons	Furnishing and Placing RS-1 Emulsified Asphalt	45.00	1,080.00
			Subtotal	$47,218.50
			10% Engr. & Cont.	4,721.85
			Total	$51,940.35

Length of Roadway	1.706 Miles
Cost per Mile	$30,445.69

Federal Funds	$32,000.00
State Funds	9,970.17
County Funds	9,970.18
	$51,940.35

RECEIVED
JAN 19 1954
FOR FILING

Salem, Oregon
January 18, 1954

Mr. W. O. Widdows
Sign Engineer
Salem, Oregon

Dear Sir:

To conform with requirements of the Public Roads Administration, it will be necessary to install reflectorized cross-buck signs and reflectorized advance warning signs at the grade crossing of the Shaniko Branch Line Railroad tracks with the Fulton Canyon-Wasco County Road in the town of Wasco.

The crossing referred to is at Station 502 on the Mud Hollow Canyon-Wasco Project, Contract No. 4060.

This installation should be timed for completion about the same time as the construction project is completed, which is estimated to be July 15, 1954. Expense should be charged to prefix 528-1015.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JAH:gs

cc: W. E. Chandler
Division Engineer

RECEIVED
JAN 14 1954
FOR FILING

4060

January 7, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 4, 1954 on Contract No. 4060, Mud Hollow Canyon-Wasco Section in Sherman County, in connection with Federal Aid Project No. S-68 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:tp

RECEIVED
DEC 9 - 1953
FOR FILING

December 9, 1953

Mr. Barney B. Helser
Moro
Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4060, which was awarded to you by the State Highway Commission on November 9, 1953, covering the Mud Hollow Canyon-Wasco Section of the Fulton Canyon-Wasco Road in Sherman County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
[illegible] 30 1953
FOR FILING
agenda

[illegible]

AGENDA
DEC 10 1953
[illegible]

November 9, 1953

Mr. Harvey [illegible] Kelser
Moro, Oregon

Dear Mr. Kelser:

The State Highway Commission on October 30th accepted your proposal for grading and oiling on the Mud Hollow Canyon-Wasco Section of the Fulton Canyon-Wasco Road westerly from Wasco in Sherman County for the sum of $48,862.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as approval of the Bureau of Public Roads and Sherman County was received and the sum of $12,600 deposited by the County. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4060.

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. W. H. Franzwa
Mr. H. G. Smith
Mr. S. H. Probert
Mrs. Goldie Lewis

E.R.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 9, 1953
11:00 a.m.

Barney B. Helser

Moro, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Mud Hollow Canyon-Wasco Section of Fulton Canyon-Wasco Road in Sherman County for which you submitted low bid on October 30. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CONFIRMATION
~~Accounting~~ (5001-900)
Files
C. W. Head

By

John F Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM

CC: Mr. S. H. Probert

RECEIVED
NOV 9 1953
OFFICE OF
STATE HIGHWAY ENGINEER

S-65(5)

4060

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Sherman County's advance deposit of $12,600 in connection with the Mud Hollow Canyon-Wasco Section county FAS project was received November 6th. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:MM

CC: Mr. S. H. Probert

RECEIVED
NOV 9 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING
OREGON DISTRICT S-68(5)
4060

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 9, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-68(5), Mud Hollow Canyon-Wasco Section of the Fulton Canyon-Wasco Road, we hereby concur as of this date in award of contract to Barney B. Helser of Moro, Oregon, low bidder in the amount of $48,862.50 at the October 30, 1953 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

Contract No. 4060

RECEIVED
FOR FILING
[illegible]
4000

November 9, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and oiling work on the Mud Hollow Canyon-Wasco Section of the Fulton Canyon-Wasco County Road in Sherman County, Project S-68 (5), to Barney B. Helser of Moro, Oregon, on the basis of the bid of $48,862.50 submitted on October 30, 1953.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Acting State Highway Engineer

SHP:gs

file

FORM E-90 25M 9-51 92215

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon

INTER-DEPARTMENT CORRESPONDENCE

November 6, 1953

To:
Mr. H. H. Maison
Chief Accountant

Attention: Mr. J. G. Herr

SUBJECT:

Enclosed are Sherman County Warrants #170 and 171 for a total amount of $12,600 covering the county's estimated share of the total cost of the project on the Mud Hollow Canyon-Wasco Section of FAS 378.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

[illegible]
Encl.

NOTED
F. QUERY

cc: W. C. Williams
H. B. Glaisyer

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 15, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. & E. documents for Oregon Project S-68(5), Mud Hollow Canyon-Wasco Section of the Fulton Canyon-Wasco Road.

This is to authorize your advertising for bids.

Very truly yours,

Polk
C. G. POLK
District Engineer

JLP

FORM E-90 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1953

Prog. & Engr.
S-6275)

SUBJECT:

To: Mr. W. C. Williams
OFFICE

RECEIVED
1953
STATE HIGHWAY ENGINEER

NOTED
W. C. WILLIAMS

The Sherman County Court has advised that it is their wish that the Highway Department readvertise the Mud Hollow Canyon-Wasco FAS project on the Fulton Canyon-Wasco County Road.

The Court has also requested that the item for guard rail be eliminated from the project. The County will then be in a position to pay costs in excess of the $53,000 total FAS funds available if we receive a bid in the neighborhood of the low bid submitted at the August letting. To enable award of a contract under these circumstances would require adjustment of the engineer's estimate to more nearly reflect the bids as received at the August letting.

Mr. Probert has advised that this project can be included in the October 29-30 letting and this will be done unless advised otherwise.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JH:MM

cc: Virgil O'Neil
H. G. Smith

REFERRED TO
Williams
By State Highway Engineer

OK
JWB

RECEIVED
JUL 7 1953
FOR FILING

Court
[illegible]
[illegible]

S-68(5)

July 6, 1953

County Court of Sherman County
Court House
Moro, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Sherman County one fully executed copy each of a Maintenance Agreement and a Finance Agreement between the State Highway Commission and Sherman County covering the Mud Hollow Canyon-Wasco Section of the Fulton Canyon-Wasco County Road, FAS 378.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

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FOR FILING

Const
Fed. Aid
Prog. & Proj.

5-68(5)

file

MISC. CONTRACTS and
AGREEMENTS No. 1475

Salem, Oregon
July 6, 1953

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached for further handling are three executed copies and two unexecuted copies of a Maintenance Agreement and one unexecuted copy of a Finance Agreement with Sherman County covering the Mud Hollow Canyon-Wasco Section of the Fulton Canyon-Wasco County Road, FAS 378.

The original of each agreement has been retained in this office for the Commission's files and a fully executed copy of each agreement has been sent to the County Court of Sherman County.

Yours very truly,

Secretary

rn
Attach: 6

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

L

Glaisyer

Attached are three copies of a finance agreement signed by the Sherman County Court covering the Mud Hollow Canyon-Wasco Section of the Fulton Canyon-Wasco County Road, FAS 378, in Sherman County.

Two copies have been executed by the county and are now ready for presentation to the Highway Commission.

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

JDG:MM
Att.

AUTHORIZED BY [illegible]
DATE 1-21-53 Page 22
H B Glaisyer
Secretary F.C.

FORM E-90 37,500 4-52 56606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1953

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Enclosed are seven copies of a maintenance agreement executed by the county covering the Mud Hollow-Wasco Section of the Fulton Canyon County Road, FAS 378, in Sherman County.

After signature by the Highway Commission, please return five either fully executed or certified true copies to this office for transmittal to the B.P.R.

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

JDG:MM
Encl.

Bids to be received 6-26-53
F. Query

RECEIVED
JUN 23 1953

RECEIVED
1953
FOR FILING

[illegible]
[illegible]
[illegible]

5-68(5)

June 22, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
406 State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the suggestion of the Division Office relative to oiling shoulders between Stations 496+47 and 502 in the town of Wasco. It is true that in most instances full width oiling or paving where curbs and gutters are constructed is necessary for proper drainage. However, in Wasco the project ends about 500 feet from a connection with the Sherman Highway, and on this section there is only an 18-foot oiled width of surfacing. Therefore, it was not deemed desirable to oil full width a 553-foot section on this contract and leave an approximate similar length of narrow pavement at the end.

The County, I believe, is of the opinion that some cooperation can be obtained from the City for the widening of the pavement on both sections, and it may be that we can effect the oiling of the full width shoulders before the contract is completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION

Soils Section
Subbase & Base Design

Section: Mud Hollow Canyon-Wasco
Highway: County Rd.
County: Sherman **Prefix:** 228-1424
Res. Engr.: Reid Meritt
Length of Project: 1.7 Mi.
Stations: 412+00 to 502+10

The recommended total thickness of base course plus wearing surface is 9¼ inches for a surface with type O-11 mat. Design data as follows:

Location		Soil Characteristics					Required Thickness Traffic		
Station	Depth	% Pass 200	LL	PI	R Value	% Silt	Light	Medium	Heavy
438+50 17' Rt.	0-5.2'	87.2	22	4	12	59.4	8"	15"	

Submitted by
Soils Engineer

Recommended by
Construction Engineer

Recommended by T. W. Harra
Engineer of Materials

Approved by
Ass't. State Highway Engineer

cc
Ass't. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer (W. I. Chandler)
Resident Engineer (Reid W. Meritt)
Office Engineer
Soils Engineer

6/19/53

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 19, 1953

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-68(5), Mud Hollow-Wasco Road

Dear Sir:

Our Division Office in commenting on the design for the above project suggests that the gravel shoulders stations 496+47 to 502+00 in the town of Wasco, should be oiled from edge of pavement to the Type A curb and gutter in order to effect good drainage. It is stated that previous objections to use of secondary funds for curb and gutter and wider widths through towns, have been overcome by the argument that they were necessary for drainage.

Your comments concerning this matter are requested. If you determine it advisable to perform the additional work, it may be done during construction under price agreement or extra work order.

Very truly yours,

C G Folk

C. G. FOLK
District Engineer

RECEIVED
JUN 22 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

File ✓

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Const
Fed Aid
Prog & Proj

S-68 (5)

June 11, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Project S-68(5), Mud Hollow Canyon-Wasco Section of the Fulton Canyon-Wasco Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Please submit the necessary executed copies of encroachment and maintenance resolutions prior to the project agreement estimate.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

RECEIVED
JUN 1? 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 29 1953
FOR FILING

Const
Fed. Aid
Prog. & Proj.

May 27, 1953

S-68(5)

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to inform you that the railway grade crossing of the Union Pacific Railroad on the Mud Hollow Canyon-Wasco Project on the Wasco-Heppner County Road in Sherman County, Project S-68 (5), will be protected by scotch-lighted cross-buck and advance warning signs as required by G. A. M. No. 63.

The crossing referred to is at Station 502 in the town of Wasco.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 4007 Ends with: Contract# 4060

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 69 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 5th day of December 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Leah Trestwitt